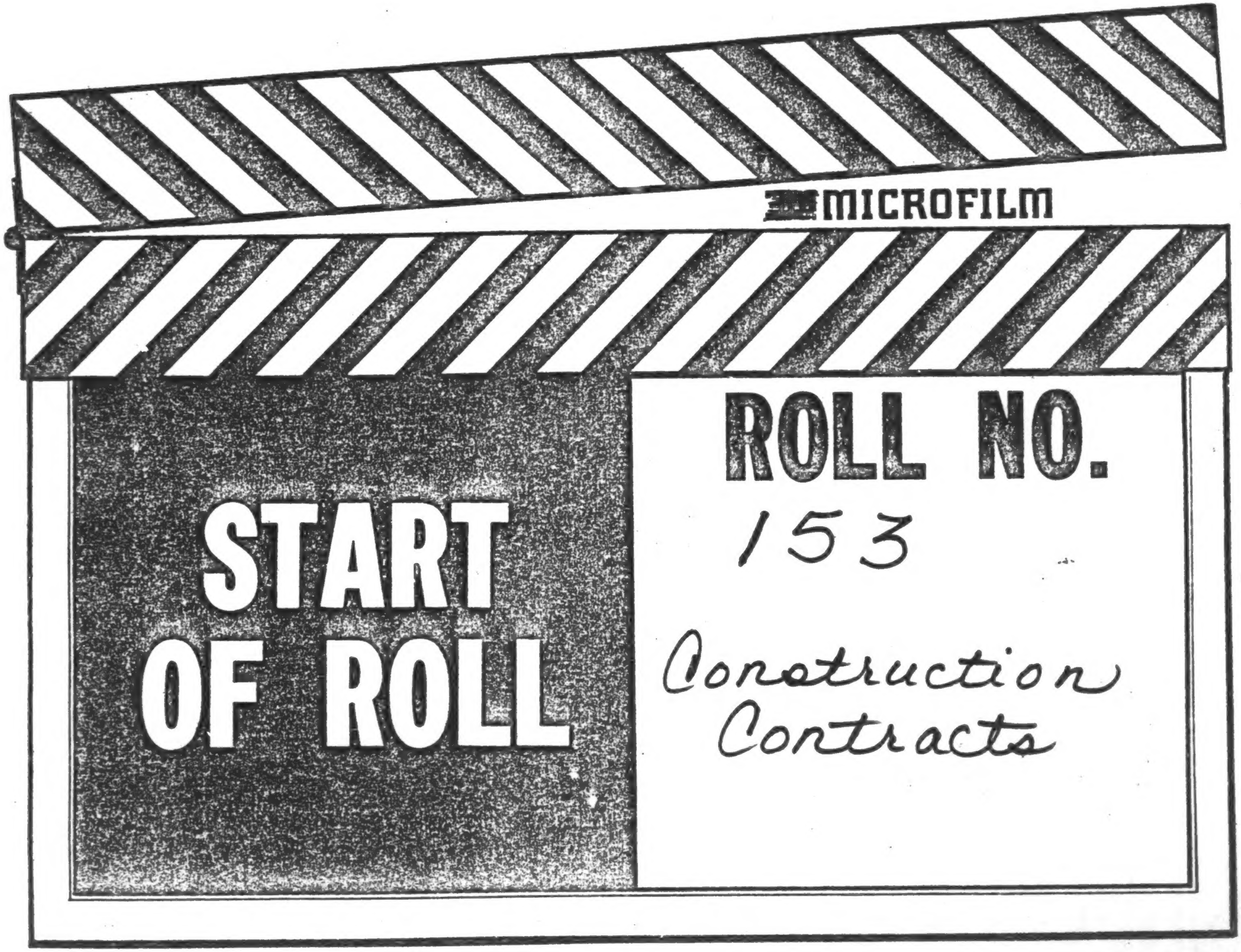

3M MICROFILM

START OF ROLL

ROLL NO.

153

Construction Contracts

I-5-2(65) Canyonville Interchange Sec., 1971
100 on Pacific Hwy. in Canyon ville.
#7559 (Illumination Install.)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7559 Contractor Tyee Construction Company

Highway Pacific

Section Canyonville Interchange

Kind of Work Illumination Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~**GRANTED**~~. The reasons for such recommendation are as follows:

Delay in pole delivery not sufficient reason for extension of time for 79 days requested.

Grant 48 days because of excessive delay in pole delivery.

Recommended for Approval:

John W. [illegible]
Division Engineer

Walter J. [illegible]
~~Construction Engineer or~~
Bridge Engineer

A E Johnson
asst. State Highway Engineer

Contract No.	7559
Project designation	I-5-2(65)100 State-Federal
Date awarded	May 4, 1971
Work started	October 5, 1971
Per cent completed	100% February 4, 1972 Date
No. of ~~Workdays~~ Calendar Days Allowed	180
No. of ~~Workdays~~ Calendar Used	259
No. of Added Workdays Requested	48

[illegible]

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

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Highway Pacific

Section Canyonville Interchange

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Grant 48 days because of excessive delay in pole delivery.

Recommended for Approval:

John W. [illegible]
Division Engineer

Walter J. [illegible]
Construction Engineer or Bridge Engineer

A E Johnson
Asst. State Highway Engineer

Contract No. 7559

Project designation I-5-2(65)100
State-Federal

Date awarded May 4, 1971

Work started October 5, 1971

Per cent completed 100% February 4, 1972
Date

No. of ~~Workdays~~ Calendar Days Allowed 180

No. of ~~Workdays~~ Calendar Used 259

No. of Added Workdays Requested 48

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 12-1-71, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 210 days, within which to complete our Contract No. 7559, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: **Completion of job delayed from the 18th day of November to the 18th day December due to delay in pole delivery.**

Respectfully submitted,

Tyee Construction Company
Contractor

By Albert Adam

CONSENT OF SURETY

Date December 9, 1971

We, FEDERAL INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

E. W. Scott

E. W. Scott Attorney-in-fact
Mansfield & Co.
2828 South West Corbett Street
Portland, Oregon 97201
Resident A[illegible]

(SEAL)

RECEIVED
MAR 28 1972
BRIDGE DIVISION

S

RECEIVED
JUL 26 1972
FOR FILING

7559

July 25, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

FROM A. E. Johnson
Assistant State Highway Engineer

SUBJECT Request for Extension of Time
Canyonville Interchange
Illumination Installation
Pacific Highway
Douglas County
Contract 7559
FAP No. I-5-2(65)100

Tyee Construction Company, contractor for the subject project, has requested an additional 79 calendar days in which to complete work on this project. The contractor cites a delay in the delivery of the illumination poles as the reason for noncompletion of the work within the time allotted.

This contract was awarded May 4, 1971 and allotted 180 calendar days to complete the work, which forecast a completion date of November 17, 1971. The project was completed on February 4, 1972 with 259 days charged to the project, an overrun of 79 calendar days.

As a result of the recent study regarding delivery time required for illumination and traffic signal poles, it has been determined that the contractor be allowed 190 days after the date the poles were ordered, with an additional 14 days for erection and completion, for a total of 204 days. This projects an allowable completion date of January 4, 1972, which is 48 days after the original projected completion date and 31 days before the actual completion date.

(more)

We are therefore recommending that the contractor be granted a 48-day extension of time without assessment of liquidated damages, with the remaining 31 days assessed at $50 per day for a total of $1,550.

Your concurrence and participation in this matter is requested.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
W. J. Hart
V. E. Skoog
L. H. Young
J. H. Versteeg

JD:ag ja

5

RECEIVED
JUL 24 1972
FOR FILING

7559

July 20, 1972

Federal Insurance Company
Bonding Department
1400 Plaza 600
6th & Stewart Street
Seattle, Washington 98101

Gentlemen:

On July 13, 1972, we wrote to you concerning release of final payment on Contract No. 7559 awarded to Tyee Construction Company for illumination installation on the Canyonville Interchange Section of the Pacific Highway in Douglas County.

Final payment on this contract is $338.42 and the total contract amount is $30,356 including $38.42 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Tyee Construction Company
9330 N. E. Halsey Street
Portland, Oregon 97220

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Kerr
J. H. Versteeg

5

STATE COPY

[illegible] JUN 2[illegible] 1972 FOR FILING

cc: OSHD (AEJohnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

5-9-72

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION pk

REGION NO. 10 7559	REPORT NO. 5	COUNTY Douglas	DIVISION Oregon
DATE OF INSPECTION 3-1-72 &/5-9-72	INSPECTION MADE BY P. V. Riedl, Area Engr		PROJECT NO. I-5-2(65)100
IN COMPANY WITH See below			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 144 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* *Not applicable for all contacts.*)

COPY SENT
JUN 20 1972
REGIONAL OFFICE

cy Const
cy Bridge
6-26-72

CANYONVILLE INTERCHANGE
PACIFIC HIGHWAY
Illumination Installation

This final inspection was made with the following in attendance:

John Sheldrake, OSHD Region Construction Engineer;
Crawford Jencks, FHWA Trainee; and
Bob Etherington, OSHD Assistant Resident Engineer.

The project work was completed on February 4 with all certifications received and accepted.

The contractor used 259 days to complete the work. The contract time was established for 180 days. The delay in completing the project was due to the late delivery of the poles.

It does not appear that an extension of time can be granted for the oeverrun of the contract time. However, a complete review of the contractor's request will be made before deciding if it is justified or not.

The materials meet the required specifications.

NOTED
A. E. JOHNSON

RECEIVED
JUN 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

6-22-72
Johnson
cy Young

NOTED
TOM EDWARDS

FORM PR-33B
(REV. 5-60)

PREVIOUS EDITIONS WILL BE USED

C

RECEIVED
MAR 15 1972
FOR FILING

STATE COPY

Routing
Keasey
Bond
Walker
Johnsen
RECEIVED
MAR 7 1972
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Borg

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

7559

February 17, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-5-2(65)100

Cy Consts
L H Young
3-9-72

Dear Sir:

All work under Contract No. 7559, Canyonville Interchange Section of the Pacific Highway in Douglas County, was completed on February 4, 1972.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

George M. Baldwin
Administrator of Highways

NOTED
A. E. JOHNSON

By L. H. Young
L. H. Young
Programing Engineer

Federal Highway Administration
Oregon Division Office Endorsement Date March 3, 1972

Conditions noted on above date: Project completed and final inspection made March 1, 1972.

Original signed by
G. K. Hossner
Dist. Engineer

R. E. Simpson
Division Engineer

PVR:cst

RECEIVED
OCT 18 1971
FOR FILING

I-5-2(65)100
7559

October 15, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Admin.
P. O. Box 300
Salem, Oregon 97308

Contract 7559
FAP I-5-2(65)100

Dear Sir:

The work under Contract No. 7559, Canyonville Interchange Section of the Pacific Highway in Douglas County was started October 5, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

VG:dg

RECEIVED
JUN 1 - 1971

FOR FILING

I-5-2(65)100
7559

May 28, 1971

Tyee Construction Company
9330 N. E. Halsey Street
Portland, Oregon 97220

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7559 for
> illumination installation
> on the Canyonville Inter-
> change Section of the Pacific
> Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl
Enclosure

cc Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

bc F. D. Morgan
I. D. Merchant
C. T. Kessey
Keith Martin

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

c

MONTHLY TRANSACTION NO. 5-38	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 5-7-71	COUNTY Douglas
PROJECT REPORT NO. 3		PROJECT NO. I-5-2(63)100

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Canyonville Interchange Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-7-71	0.00
OTHER (Specify)		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 38,583.00	$35,596.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By (Division Engineer)
For: R. E. Simpson

Date executed by Division Engineer 5/7/71

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal-Aid
Project No. I-5-2(65)100

CANYONVILLE INTERCHANGE SECTION

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, May 5, 1971

Project agreement estimate.

Type Code Y030
Illumination (Sta. 501+65 thru Equa. 504+52.90 = 30+09.93 to Sta. 76+70)

Temporary Protection and Direction of Traffic	All Required	$ 1,350.00
Roadway Illumination Installation, Complete	All Required	33,226.00
		$34,576.00
Flagging (60% of Contractor's Cost)	All Required	500.00
	Subtotal	$35,076.00
	10% Engr. & Cont.	3,507.00
	Total	$ 38,583.00

Length of Project - - - 0.00 Mile

Federal Funds	$35,596.00
State Funds	2,987.00
Total	$38,583.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7559

Prefix: 610-1034

RECEIVED
[illegible] 1971

I-5-2(65)100
7559

May 5, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 360
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of May 3, 1971, is requested in the award of contract for the Canyonville Interchange Section, Project No. I-5-2(65)100.

The contractor receiving the award is Tyee Construction Co., in the amount of $34,576.00 with Contract No. 7559 assigned. This bid was received on April 29, 1971, and awarded May 4, 1971.

All right-of-way or right of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by FPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway
Administration endorsement.

Date____________________
I concur in the award.

R. E. Simpson
Division Engineer

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

FORM PR-
(REV. 3-

RECEIVED
APR 19 1971

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-13-71

FEDERAL AID PROJECT NO. 1-5-2(65)100
STATE PROJECT NO. CANYONVILLE INTERCHANGE
COUNTY NAME: DOUGLAS
PROGRAM NO.:
ITEM NO. 1-593
PROGRAM STAGE (Check): ☐ 1 ☒ 2

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO: I-5-2(65)100
7559

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

4-19-71
Young w/enc.

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
APRIL 7, 1971	APRIL 7, 1971	INTERSTATE ROUTE 5 STATE ROUTE 1

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $500.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) CONTRACTOR'S FLAGGING $500.00
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S APRIL 2, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-13-71		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

APR 14 1971

FORM E-30-X-112-67

I-5-2(45)108
7559

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 13, 1971

SUBJECT: Installation of Electrical Conduit Under Existing Pavement

To: MEMORANDUM TO THE FILES

Six projects advertised for opening of bids on April 29 and 30, 1971 require installation of electrical conduit under existing pavement. We have modified the standard specifications by special provision to permit the installation of conduit by the "open trench" method on all these projects except the Canyonville Interchange Illumination Project. On the Canyonville Interchange Illumination Project, Carol Keasey did not want to permit open trenching because this work was in areas of limited sight distance and would be hazardous to traffic.

Frank L. Hall
Design Engineer

By Original signed
C. G. Swenson
C. G. Swenson
Specifications Engineer

CGS:jg
cc: F. B. Klaboe

REFERRED TO
By Asst. State Hwy. Engr.

NOTED
TOM EDWARDS

RECEIVED
[illegible]

Conduit on:	Conduit Under Pvt.
Eagle Cr.-Estacada	Mod.
Fir St. - Lewis St.	Mod.
3rd - At Wilson	Mod.
Canyonville Interchange	Std.
Myrtle Cr. Interchange	Mod.
Lombard St. - Jamison Rd.	Mod.

RECEIVED
APR 7 - 1971
FOR FILING

I-5-2(65)100
7559

April 2, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Complete P.S. & E. documents have been submitted to your department for each of the following Federal-Aid Projects, and accordingly, we are requesting your authorization to advertise for bids to be received on April 29, 1971.

I-5-2(65)100	Canyonville Interchange Section
I-5-2(67)59	Jumpoff Joe Creek-Grants Pass Section
I-5-2(68)109	Myrtle Creek Interchange Section
I-80N-6(47)265	La Grande-Ladd Canyon Section
I-80N-6(48)217	E. Unit, Pendleton-Emigrant Hill Section
U-168(25)	Ross Island Bridge-Roadway Street Section
F-171(14)	Columbia Co. Line-Burlington Section
T-5005(2)	3rd Street at Wilson Ave. (Bend) Section
T-5007(1)	N.W. Walnut Blvd.-N.W. Taft Ave. (Corvallis) Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliancy with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on these projects.

In compliance with Mr. Whitten's circular memorandum of May 23, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12 and IM 80-1-68.

Very truly yours,

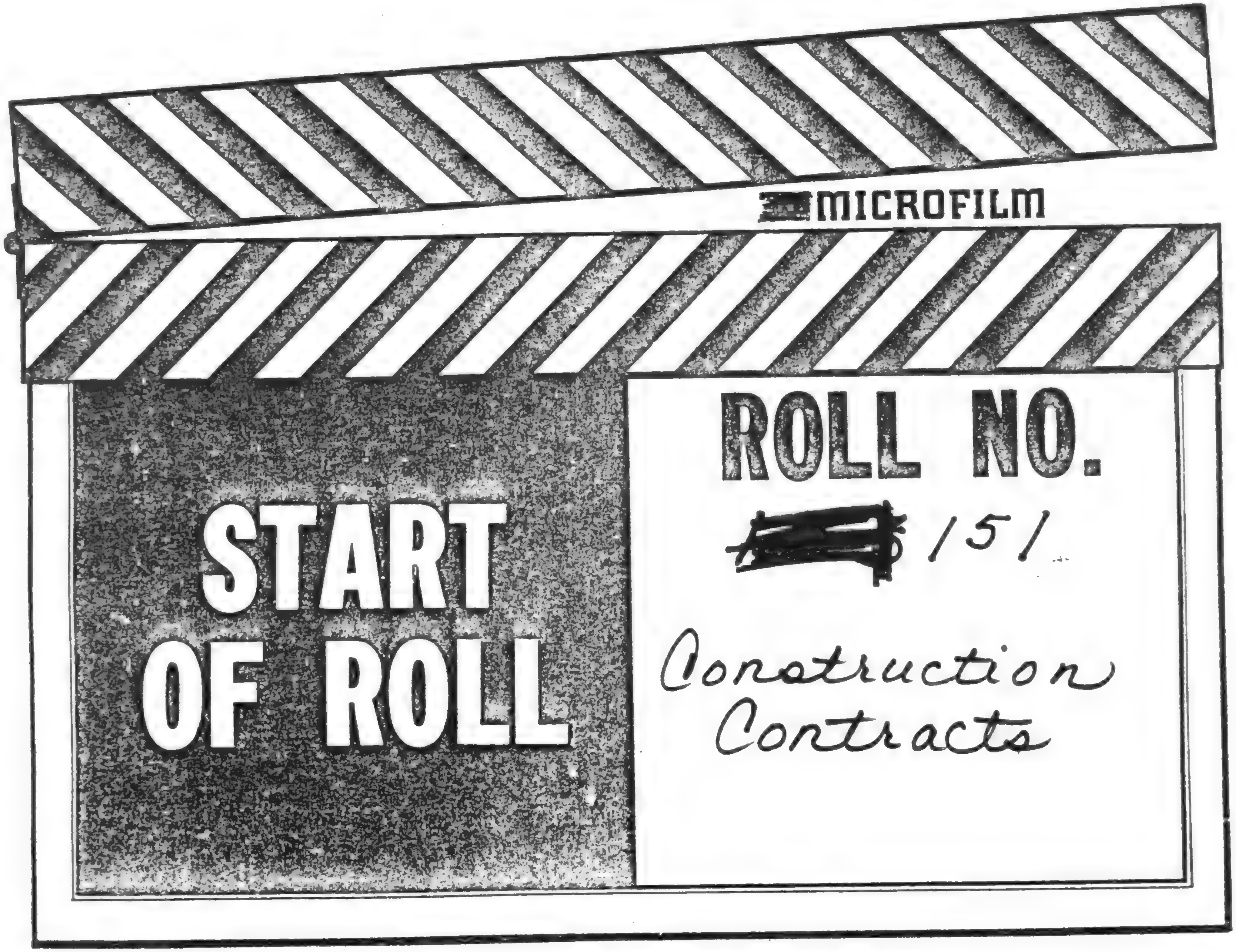
R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

I-5-2(68) Myrtle Creek Interchange Sec. 1971
109 of Pacific Hwy., S. of Rsbrg.
#7560 (Signing & Illum.)



START OF ROLL

ROLL NO. 151

Construction Contracts

7560

STATE COPY

Monthly transaction number 10-28	R-2A (10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	State Oregon
Project report number 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
Modification number 1	(PPM 21-7) 10-18-73	Project number F-5-2(68)109

5

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 7, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$75,567.65	$78,477.65
Federal funds	$69,726.27	$72,411.33
Other revisions		

This modification is made for the following reasons:

Based on Post Final Voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18th day of October, 1973.

Oregon State Highway Division
(Official name of Highway Department)

By R E Johnson

Deputy State Highway Engineer
(Title)

By ____________

____
(Title)

By ____________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By D. V. Smith for
(Division Engineer)
G. E. GREEN
Divi

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 5-39	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 7-71	COUNTY Douglas PROJECT NO. I-5-2(68)109 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Myrtle Creek Interchange Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-7-71	0.00
OTHER (Specify)		

FUNDS 92.26%

ESTIMATED TOTAL COST OF PROJECT $ 81,222.00	FEDERAL FUNDS $ 74,935.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______

(Title)

By ______

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By Green
(Division Engineer)
For: R. E. Simpson

Date executed by Division Engineer 5/7/71

FORM PR-2 (REV. 1-70)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Federal-Aid
Project No. I-5-2(68)109 Safety

Oregon State Highway Division

MYRTLE CREEK INTERCHANGE SECTION OF THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, May 5, 1971

Project agreement estimate.

Type Code Y101
Guard Rail (Safety) (Sta. 3344+00 to Sta. 3456+00)

Temporary Protection and Direction of Traffic	All Required		$ 2,000.00
Guard Rail, Type 2A	110 lin.ft.	6.00	660.00
			$ 2,660.00

Type Code Y002
Signing

Removal of Existing Sign Installation	All Required		$ 350.00
Painted Wood Sign Posts	All Required		450.00
Sign Support Footings	All Required		2,800.00
Breakaway Sign Posts	All Required		3,170.00
Single Sign Supports	All Required		600.00
Cantilever Sign Structure, Sta. 3382+90 Rt.	All Required		2,750.00
Cantilever Sign Structure, Sta. 3408+00 Lt.	All Required		2,480.00
Type "A" and "B" Signs in Place	668 sq.ft.	6.75	4,509.00
Type "C", "D" and "R" Signs in Place	222 sq.ft.	4.25	943.50
Type "E", "F" & "G" Signs in Place	39 sq.ft.	4.75	185.25
Sign Illumination Equipment	All Required		2,500.00
			$ 20,737.75

Type Code Y030
Illumination (Safety)

Roadway Illumination Installation, Complete	All Required (95.6%)		$ 48,440.52
Flashing Beacon	1 only	1,500.00	1,500.00
			$ 49,940.52
	Subtotal		$ 73,338.27
Flagging (60% of Contractor's Cost)	All Required		500.00

Subtotal	$ 73,838.27
10% Engr. & Cont.	7,383.73
Total	$ 81,222.00

Length of Project - - - - 0.00 Mile

Federal Funds -	$ 74,935.00
State Funds -	6,287.00
Total	$ 81,222.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 610-1035

Group 1 - 97% --- Group 9 - 3%

Contract No. 7560

MYRTLE CREEK INTERCHANGE SECTION

PACIFIC HIGHWAY IN DOUGLAS COUNTY

PROJECT NO. I-5-2(68)109

Nonparticipating - State Work

Roadway Illumination Installation, Complete	All Required (4.4%)	$ 2,229.48

RECEIVED
AUG 15 1972
FOR FILING

7560

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August 15, 1972

St. Paul Fire and Marine Insurance Co.
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

A post-final payment for $3,000 will be made to Stillwell-Gerard Construction Company on Contract No. 7560 for work on the Myrtle Creek Interchange Section of the Pacific Highway in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $73,235.98 including the post-final payment. Of the total $514.14 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fmm
cc Stillwell-Gerard Construction Co.
P. O. Box 186
Bellevue, Washington 98009

G. T. Kessey
Walt Hart
V. E. Skoog
Attn: John Kerr
James Versteeg

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Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 4, 1972

In reply refer to: 10-35-DB

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(68)109
Myrtle Creek Interchange
Request for Time Extension

cy Hank Skoog
Young
Tessteag
8-10-72

Mr. A. E. Johnson's July 25 letter on the above project has been reviewed. Based on my July 25 memorandum to Mr. George M. Baldwin, Administrator of Highways, which supports the 190 day delivery time for illumination and signal poles, this office will concur and participate in the 40 day time extension as requested.

NOTED
A. E. JOHNSON

8-9-72
ae

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AUG 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

5

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
W. J. Hart
L. H. Young
V. E. Skoog
J. H. Versteeg
V. L. Gallagher
Gary Ross
Gary Sund
JD:ag cg

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JUL 27 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7560

DATE July 26, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Extension of Time, Contract No. 7560
Myrtle Creek Interchange Sec., Pacific Highway

Stillwell-Gerard Construction Co., contractor for signing and illumination on the subject section in Douglas County, Contract 7560, has requested an additional 78 calendar days to complete the contract work without the assessment of liquidated damages. The contractor cites a delay in the delivery of the illumination poles as his reason for noncompletion of the work within the time allotted.

This contract was awarded May 4, 1971, with 180 days allotted to complete the work, forecasting a completion date of November 19, 1971. The project was completed February 5, 1972, with 258 calendar days charged to the project, an overrun of 78 calendar days.

As a result of the recent study regarding the required delivery time for illumination and traffic signal poles, it has been determined that the contractor shall be allowed 190 days from the date of his pole order for delivery, with an additional 15 days allowed for erection and completion, for a total of 205 days. This projects an allowable completion date of December 29, 1971, which is 40 days after the original projected completion date of November 19, 1971, and 38 days before the actual completion date of February 5, 1972.

I have therefore granted the contractor a 40-day extension of time without the assessment of liquidated damages, with the remaining 38 days to be assessed at $75 per day for a total of $2,850, in accordance with authority granted me by you.

The concurrence and participation of the Federal Highway Administration has been requested, but their reply has not yet been received. If they do not concur, participation with federal funds will not be available. This matter will be on the agenda for your concurrence at the August 8 meeting.

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JUL 2[illegible] 1972

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7560

July 26, 1972

Stillwell-Gerard Construction Co.
P. O. Box 186
Bellevue, Washington 98004

Gentlemen:

The State Highway Division has considered your request for an additional 56 days to complete Contract 7560 for work on the Myrtle Creek Interchange Illumination project on the Pacific Highway in Douglas County. It is noted that 78 calendar days were actually used in excess of the 180 allowable calendar days.

Careful consideration was given to the reasons you submitted as well as other information pertaining to this project. However, in light of available facts and the provisions of the contract, the State Highway Division has granted you a 40-day extension of time without the assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Bridge Engineer in the Salem office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

b
bc: Floyd Query
L. H. Young
F. B. Klaboe
W. J. Hart
V. E. Skoog
J. H. Versteeg
Keith Martin
JD:dh cb

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7560 Contractor Stillwell-Gerard Const. Co.

Highway Pacific

Section Myrtle Creek Interchange

Kind of Work Signing and Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or ~~GRANTED~~. The reasons for such recommendation are as follows:

Delay in pole delivery not sufficient reason for extension of time for 78 days requested.

Grant 40 days because of excessive delay in pole delivery.

Recommended for Approval:

John W. [illegible]
Division Engineer

Walter J. [illegible]
Construction Engineer or Bridge Engineer

A E Johnson
asst. State Highway Engineer

Contract No. 7560

Project designation I-5-2(68)109
State-Federal

Date awarded May 4, 1971

Work started October 20, 1971

Per cent completed 100% February 5, 1972
Date

No. of ~~Workdays~~ Calendar Allowed 180

No. of ~~Workdays~~ Calendar Used 258

No. of Added Workdays Requested ~~78~~ 40

B—[illegible] (Rev.)—5M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 24, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 236 days, within which to complete our Contract No. 7560, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see attached letter

Respectfully submitted,

STILLWELL-GERARD CONSTRUCTION CO.
Contractor

By Donald S Gerard
Partner

CONSENT OF SURETY

Date December 24, 1971

We, St. Paul Fire & Marine Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

B. Britton May, Jr.
Attorney-in-fact

B. Britton May Jr
Resident Ag

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MAR 28 1972
BRIDGE DIVISION

(SEAL)

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JUL 26 1972
FOR FILING

7560

July 25, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

FROM A. E. Johnson
Assistant State Highway Engineer

SUBJECT Request for Extension of Time
Myrtle Creek Interchange
Signing and Illumination
Pacific Highway, Douglas County
Contract 7560
FAP No. I-5-2(68)109

Stillwell-Gerard Construction Company, contractor for the subject project, has requested an additional 78 days in which to complete the contract work without assessment of liquidated damages. The contractor cites delay in the delivery of the illumination poles as his reason for failure to complete the work within the allotted time.

This contract was awarded May 4, 1971 with 180 days allotted to complete the work, forecasting a completion date of November 19, 1971. The project was completed February 5, 1972 with 258 calendar days charged to the project, an overrun of 78 days.

As a result of the recent study regarding the required delivery time for illumination and traffic signal poles, it has been determined that the contractor be allowed 190 days from the date of his pole order for delivery, with an additional 15 days allowed for erection and completion, for a total of 205 days. This projects an allowable completion date of December 29, 1971, which is 40 days after the original projected completion and

(more)

38 days before the actual completion date of February 5, 1972. There are apparently no other factors affecting the completion of the work.

We are therefore recommending that the contractor be granted a 40-day extension of time without the assessment of liquidated damages, with the assessment of 38 days at $75 per day for a total of $2,925.

Your concurrence and participation in this matter is requested.

bc George M. Baldwin
Tom Edwards
F. D. Klaboe
C. T. Keasey
Walt Hart
V. E. Skoog
L. H. Young
J. H. Versteeg

JD:dh ja

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FROM
B. P. R. OREGON DIVISION

S

OSHD (Johnson)
Region
Wash DC
Area Engr Riedl

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

5-28-72

DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

ch

REGION NO. 10 7560	REPORT NO. 6	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 5-28-72	REPORT MADE BY C. Jencks, Hwy Engr Trainee		PROJECT NO. I-5-2(68)109
COMPLETION DATE 2-5-72	ACCEPTANCE DATE BY CONTRACT AGENCY 4-5-72	TIME ELAPSED 143 %	CONTRACT TIME 180 calendar days
APPROVED EXTENSIONS None	LOCATION Myrtle Creek Interchange at Myrtle Creek, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JUN 29 1972
REGIONAL OFFICE

MYRTLE CREEK INTERCHANGE
PACIFIC HIGHWAY
Guardrail, Signing and Illumination

The project work consisted of installing guardrail, signs and illumination on the Myrtle Creek Interchange at I-5.

The contract time began on May 24, 1971 and was to continue for 180 calendar days. The actual project work began on October 20, 1971 and continued for 258 calendar days. The reason for the delay and extended time period was the late delivery of illumination poles. Due to FHWA policy, Federal participation will not be involved in the extended time period. The OSHD has also followed this procedure and therefore the contractor will be assessed $5,850 for 78 days @ $75 per day.

The original contract cost was $75,567.75 and the final cost, with no deduction for liquidated damages or anticipated item of flagging, was $75,571.84 (negligible overrun). There were no major underruns or overruns of bid items.

NOTED
F. B. KLABOE

cy Const.
Bridge
7-6-72

7-3-72

Al - cc Young

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE Original Signed By G. L. GREEN Division Engineer G. L. Green	
TITLE Area Engineer	DATE 5-28-72	TITLE Acting Division Engineer	DATE 6/29/72

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

D
JUN 8 - 1972

STATE COPY
FROM
B. P. R.

5

~~OSHD (Johnson)~~
Region
~~Wash DC~~
Area Engr Riedl

7560

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

ch

REGION NO. 10	REPORT NO. 6	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 5-28-72	REPORT MADE BY C. Jencks, Hwy Engr Trainee		PROJECT NO. I-5-2(63)109
COMPLETION DATE 2-5-72	ACCEPTANCE DATE BY CONTRACT AGENCY 4-5-72	TIME ELAPSED 143 %	CONTRACT TIME 180 calendar days
APPROVED EXTENSIONS None	LOCATION Myrtle Creek Interchange at Myrtle Creek, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JUN 29 1972
REGIONAL OFFICE

MYRTLE CREEK INTERCHANGE
PACIFIC HIGHWAY
Guardrail, Signing and Illumination

The project work consisted of installing guardrail, signs and illumination on the Myrtle Creek Interchange at I-5.

The contract time began on May 24, 1971 and was to continue for 180 calendar days. The actual project work began on October 20, 1971 and continued for 253 calendar days. The reason for the delay and extended time period was the late delivery of illumination poles. Due to FHWA policy, Federal participation will not be involved in the extended time period. The OSHD has also followed this procedure and therefore the contractor will be assessed $5,850 for 78 days @ $75 per day.

The original contract cost was $75,567.75 and the final cost, with no deduction for liquidated damages or anticipated item of flagging, was $75,571.84 (negligible overrun). There were no major underruns or overruns of bid items.

NOTED
F. B. KLABOE

7-3-72

Al - cc Young

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original signed by R. V. RIEDL R. V. Riedl		SIGNATURE Original Signed By G. L. GREEN Division Engineer G. L. Green	
TITLE Area Engineer	DATE 5-28-72	TITLE Acting Division Engineer	DATE 6/29/72

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

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JUN 22 1972

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION REPORT

ch

OSHD (Johnson)

REGION NO. [illegible]ton Wash[illegible]

REPORT ON X

DIVISION

DATE OF INSPECTION 10

INSPECTION MADE BY 5 Douglas

PROJECT NO. Oregon

IN COMPANY WITH 5-1 & 5-[illegible]-72 P. V. Fiedl, Area Engineer

I-5-2(68)109

REMARKS See below

Satisfactory Unsatisfactory

143 100

COPY SENT
JUN 20 1972
REGIONAL OFFICE

MYRTLE CREEK INTERCHANGE
PACIFIC HIGHWAY
Guardrail, Signing and Illumination

A final inspection was held on the project with the following in attendance:

John Sheldrake, Reg. Const. Engr
Crawford Jencks, FHWA Trainee
Bob Etherington, Asst Res. Engr

The project work was completed on February 5, 1972 with the certifications now all furnished and acceptable.

The contractor used [illegible]8 days to complete the project. The contract time was established for 180 days. The delay in completing the project was due to the late delivery of the illumination poles.

Granting of an extension of time for this project is very doubtful but will be given consideration if the contractor can justify the overall delay to the contract.

NOTED
F. B. KLABOE

Materials incorporated into the project meet the pertinent specifications.

6-22-72
Johnson
cy Young

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[illegible] 1972
OFFICE OF
STATE [illegible] ENGINEER

FORM PR-3S (REV. 5-70) EDITION OF 7-67 MAY BE USED ☆ GPO: 1970 O-387-254

STATE COPY

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JUN 27 1972
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ch

INSPECTION REPORT

5-9-72

OSHD (Johnson)

REGION NO. Region 10 Wash. DC

7560

REPORT ON X

DIVISION

PROJECT NO. Oregon I-5-2(68)109

DATE OF INSPECTION 3-1 & 5-9-72

INSPECTION MADE BY 5 Douglas

IN COMPANY WITH P. V. Riedl, Area Engineer

REMARKS See below

Satisfactory

Unsatisfactory

CM Const Bridge 6-26-72

143 COPY SENT 100

JUN 20 1972
REGIONAL OFFICE

MYRTLE CREEK INTERCHANGE
PACIFIC HIGHWAY
Guardrail, Signing and Illumination

A final inspection was held on the project with the following in attendance:

John Sheldrake, Reg. Const. Engr
Crawford Jencks, FHWA Trainee
Bob Etherington, Asst Res. Engr

The project work was completed on February 5, 1972 with the certifications now all furnished and acceptable.

The contractor used 258 days to complete the project. The contract time was established for 180 days. The delay in completing the project was due to the late delivery of the illumination poles.

Granting of an extension of time for this project is very doubtful but will be given consideration if the contractor can justify the overall delay to the contract.

Materials incorporated into the project meet the pertinent specifications.

NOTED
A. E. JOHNSON

6-22-72
Johnson
cy Young

RECEIVED
JUN 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

7560

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Myrtle Creek Interchange

WEEK ENDING: 11 March, 1972

SECTION PREFIX: 610-1035

HIGHWAY: Pacific

COUNTY: Douglas

NAME OF JOB: Myrtle Creek Interchange

KIND OF WORK: Signing & Illumination

CONTRACTOR: Stillwell-Gerard Construction Company

CONTRACT NUMBER: 7560

FEDERAL AID PROJECT NUMBER: I-5-2(68)109

DATE OF CONTRACT: 4 May, 1971

DATE WORK STARTED: 20 October, 1971

ESTIMATED COMPLETION DATE: 5 February, 1972

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 180

CALENDAR DAYS USED: 256

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 143%

PROJECT AUTHORIZATION: $87,097.57

EXCLUSIVE OF ENGINEERING: $79,490.79

ENGINEERING AUTHORIZATION: $7,606.78

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99.9%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $76,173.34

ENGINEERING COST TO DATE: $6,862.63

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95.9

ESTIMATED PERCENT: OVERRUN UNDERRUN -4 %

PERCENT OF AUTHORIZATION: -9.8%

DATE PROJECT WAS COMPLETED: 5 February, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 - pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	5	Ptly cloudy			
MONDAY	6	Ptly cloudy			
TUESDAY	7	Ptly cloudy			
WEDNESDAY	8	Ptly cloudy			
THURSDAY	9	Mostly cloudy			
FRIDAY	10	Ptly cloudy			
SATURDAY	11				

Routing
Kessey K
Pease E
Bond
Glenn
Walker
Litchfield
Johnsen
Berg

RECEIVED
MAR 15 1972
CONSTRUCTION SECTION

RECEIVED
MAR 13 1972
BRIDGE DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5	No activity.
MONDAY 6	No activity.
TUESDAY 7	No activity
WEDNESDAY 8	No activity
THURSDAY 9	No activity
FRIDAY 10	Contractor replaced faulty flasher.
SATURDAY 11	No activity.

REMARKS

Status: All work completed. Semi-Final xx Estimate to be submitted today.

THIS IS THE FINAL WEEKLY REPORT.

SIGNED Keith L. Martin LOCATION Grants Pass

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Routing
Keasey
Bond
Walker
Johnsen
Prusa
Glenn
Litchfield
Berg

RECEIVED
MAR 7 1972
CONSTRUCTION
SECTION

7560

February 17, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-5-2(68)109

Cy Contracts
LH Young
3-9-72

Dear Sir:

All work under Contract No. 7560, Myrtle Creek Interchange Section of the Pacific Highway in Douglas County, was completed on February 5, 1972.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

George M. Baldwin
Administrator of Highways

By L. H. Young
L. H. Young
Programing Engineer

NOTED
A. E. JOHNSON

Federal Highway Administration
Oregon Division Office Endorsement

Date March 3, 1972

Conditions noted on above date: Project completed and final inspection made March 1, 1972.

Original signed by
G. K. Hossner
R. E. Simpson
Division Engineer

FVR:eat

RECEIVED
MAY 26 1971
FOR FILING

I-5-2(68)109
7560

May 26, 1971

Stillwell-Gerard Construction Company
P. O. Box 186
Bellevue, Washington 98009

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7560 for signing and illumination on the Myrtle Creek Interchange Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

bc F. D. Morgan
I. D. Merchant
G. T. Kensey
A. W. Bates

RECEIVED
MAY 5 1971
FOR FILING

I-5-2(68)109
7560

May 5, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of May 3, 1971, is requested in the award of contract for the Myrtle Creek Interchange Section, Project No. I-5-2(68)109.

The contractor receiving the award is Stillwell-Gerard Const. Co., in the amount of $75,567.75 with Contract No. 7560 assigned. This bid was received on April 29, 1971, and awarded May 4, 1971.

All right-of-way or right of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway
Administration endorsement.

Date_______________________
I concur in the award.

R. E. Simpson
Division Engineer

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FORM [illegible]
(REV. 3-67)
RECEIVED
APR 19 1971

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-13-71

		FEDERAL AID PROJECT NO. I-5-2(68)109
		STATE PROJECT NO. MYRTLE CREEK INTERCHANGE
FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME DOUGLAS
	ITEM NO. 1-640	PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO:
I-5-2(68)109
7560

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

4-19-71
young
w/ enc.

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
APRIL 7, 1971	APRIL 7, 1971	INTERSTATE ROUTE 5 STATE ROUTE NUMBER STATE ROUTE 1

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $500.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) CONTRACTOR'S FLAGGING $500.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S APRIL 2, 1971 REQUESTED AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THIS AUTHORIZATION IS CONDITIONED ON THE COSTS FOR THE INSTALLATION OF THE THREELIGHTS ON THE SOUTH UMPQUA RIVER BRIDGE BEING NON-PARTICIPATING FOR INTERSTATE FUNDS.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTE
F. B. KLA[illegible]

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-13-71		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

APR 14 1971

FORM E-30-X-112-67

I-5-3(68)109
7560

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 13, 1971

To: MEMORANDUM TO THE FILES

SUBJECT: Installation of Electrical Conduit Under Existing Pavement

Six projects advertised for opening of bids on April 29 and 30, 1971 require installation of electrical conduit under existing pavement. We have modified the standard specifications by special provision to permit the installation of conduit by the "open trench" method on all these projects except the Canyonville Interchange Illumination Project. On the Canyonville Interchange Illumination Project, Carol Keasey did not want to permit open trenching because this work was in areas of limited sight distance and would be hazardous to traffic.

Frank L. Hall
Design Engineer

By Original signed
C. G. Swenson
C. G. Swenson
Specifications Engineer

CGS:jg
cc: F. B. Klaboe

REFERRED TO
Edw
By Asst. State Hwy. Engr.

NOTED
TOM EDWARDS

RECEIVED

Conduit on:	Conduit Under Pvt.
Eagle Cr.-Estacada	Mod.
Fir St. - Lewis St.	Mod.
3rd - At Wilson	Mod.
Canyonville Interchange	Std.
Myrtle Cr. Interchange	Mod.
Lombard St. - Jamison Rd.	Mod.

[illegible] VED
APR 8 1971
[illegible]G

I-5-2(68)169
7560

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

April 5, 1971
Salem, Oregon

To:
MEMORANDUM TO FILE

SUBJECT:
Myrtle Creek Interchange
Pacific Highway
Douglas County

NOTED
F. B. KLABOE

Three of the proposed luminaires and poles, located on the S. Umpqua River Bridge are a non-participating item.

This amounts to 4.4% of the Roadway Illumination total.

The application of a percentage of the total Roadway Illumination has been discussed with Mr. Paul Reidl of the Federal Highway Administration and has been agreed to in a telephone conversation on April 5, 1971.

Apparently the matter of non-participation was the subject of verbal discussions between Mr. Gordon Brooks of the Federal Highway Administration and members of the Oregon State Highway Division. A preliminary plan was sent to them on May 3, 1968 and the light units on the river bridge were indicated as non-participating. Approval of the preliminary was given in Mr. Simpson's letter of January 12, 1971. However, the matter of non-participation was not referred to in that letter.

Robert M. Dixson
Robert M. Dixson

RMD/ag

cc: Specifications
Program & Planning

RECEIVED
APR 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

cc Klaboe

RECEIVED
APR 7 1971
PROGRAM & PLANNING
DIVISION

Chase
Yo.

SP*52475-734

11

3-31-71

TRANSACTION NUMBERS 4-4 and 4-5

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 3-31-71

BY (Signature): Mr. Young's March 23, 1971 letter

TITLE: Program & Planning Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS: ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 639 THRU 640

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
639	I-80N-6(48)217	8.38	8,600,000	7,934,000	East Unit-Pendleton Emigrant Hill Section	Grade, Drain High Type Pavement, 2 structures.
640	I-5-2(68)109	0.00	125,000	115,300	Myrtle Creek Interchange Section	Illumination and Signing.

Young 4-7-71

NOTED
TOM EDWARDS

REMARKS (Division)

DEFERRED
1971

I-5-2(68)109
7560

RECEIVED
APR 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
3-31-71	R. E. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-934

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
MAR

I-5-2(28)129

FOR FILING

75/60

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 23, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(-)105
Myrtle Creek Interchange
Design Approval of Illumination and Signing

Klaboe
Young
3-25-71

As requested in Mr. Young's March 11 letter it is agreed that under the provisions of Paragraph 6c of PPM 20-8, dated January 14, 1969, no public hearings are required for the subject project. It is also agreed that the Federal Highway Administration's acceptance of the recommendations proposed in AASHO's Highway Design and Operational Practices Related to Highway Safety (Yellow Book) has been considered as evidence of tacit design approval of this sort of minor safety improvement work.

NOTED
TOM EDWARDS

RECEIVED
MAR 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

March 11, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Design Approval
Myrtle Creek Interchange
(Illumination and Signing)
Project No. I-5-2( )105 Safety
Pacific Highway, Douglas County

Dear Sir:

We hereby request your concurrence that a public hearing is not required for the subject project under the provisions of paragraph 6c of PPM 20-8 dated January 14, 1969. The project does not have any adverse effect upon the abutting property, the function of the existing facility is not changed, and the work is contained entirely within the existing right of way.

The work to be accomplished under the subject project consists of the installation of standard 50-foot poles with mercury vapor luminaires and permanent signing with breakaway posts or nonbreakaway behind guardrail.

We further request your concurrence that design approval was given by the Federal Highway Administration in previous correspondence that their acceptance in February 1967 of the standards recommended in the "yellow book", "Highway Design and Operational Practice Related to Highway Design", published by AASHO, was considered as design approval for the proposed safety work.

The subject project is exempt from State and District Clearinghouse review under paragraph 2b of IM 50-1-70, inasmuch as all of the right of way was acquired for the interchange before September 30, 1969.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
F. L. Hall
D. O. Christenson
R. N. Chase
B. L. Gifford

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	3-23-71

FEDERAL-AID P

(PPM 2

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-5 Myrtle Creek Interchange 21 65	ADT	PRESENT 11,500 (66)	FUTURE 17,400 (70)	YEAR 9 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Illumination and Signing 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUT (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Dougl	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AI I-5

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-5 Myrtle Creek Interchange			
5					**ROW**		(Myrtle Creek Intchge. Section)			
5					**CONST** (CODE) Safety Y002			0.00	93,200 32,000	85,800 29,500

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.00	125,000	115,300
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

I-

3-23-71

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 11,500	FUTURE 17,400 (66) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (6)	ITEM NO. 640 (14) (16)

AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER 5-2 7	SEQ. NO. (68) 13	I. Projects Only POST MI., DESIG. 109 (24) (26) 27

COUNTY NAME Douglas	CODE 019 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2		
ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36)	U.S. I-5 (37) (41)	

ESTIMATED PROJECT COST BY PHASES

LES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
(4) (58)	(59) (66)	(67) (76)		
 0.00	93,200 32,000	85,800 29,500	7,200 2,500	
0.00	125,000 (16) (23)	115,300 (24) (33)	9,700	

CHARACTER OF PROPOSED WORK
(Full description)

Installation of illumination & signing of the Myrtle Creek Intchge.

ROW - 250' normal;
Access control - full;
Parking restrictions-complete.

REMARKS
Additional data: Items 1-B & 66; Projects I-5-2(4)103 & I-78(39) respectively.

-over-

USCOMM DUSCOMM-DC 48905-P61

Remarks - continued

Project Data: The proposed project consists of the installation of illumination, guardrail and permanent signing of the Myrtle Creek Interchange.

The illumination, with guardrail, qualify as a safety improvement project. The 2.12 miles of permanent signing, which extends 0.68 mile northerly and 0.91 mile southerly of the interchange, is another phase of construction necessary to bring this section of highway into conformity with Interstate Standards.

Safety:	Illumination	Type Code Y030	$ 90,000
	Guardrail	Type Code Y101	$ 3,000
			$ 93,000
	Signing	Type Code Y002	$ 32,000

State & District Clearinghouse Review: Exempt under paragraph 2b of IM 50-1-70, inasmuch as all of the right of way was acquired before September 30, 1969.

Design Approval: The illumination and guardrail installation is safety work and is therefore considered to have received design approval based on FHWA acceptance of the yellow book, AASHO's publication, "Highway Design and Operational Practices Related to Highway Safety".

The permanent signing is another construction phase, inasmuch as this project will accomplish the standard interstate signing of this section of I-5 which was omitted when the section north was signed under Project I-5-2(32)109 and the section south was signed under Project I-5-2(27)100.

Br 7950A

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 12, 1971

In reply refer to: 08-35-DB

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(-)109
Myrtle Creek Interchange
Illumination

JAN 18 1971
TRAFFIC ENGINE

Reference is made to your December 24 letter requesting our approval for Federal-aid participation in illuminating the Myrtle Creek Interchange.

The warrants provided in your letter and the disappearing offramps are considered as adequate justification for illuminating this interchange. The actual detailed lighting plans should be submitted for our review and approval upon completion of the final layout.

RECEIVED
MAR 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Merchant.
REFERRED TO
BY ASST. STATE HWY. ENGR.

3-26-71
Phoned Rep. Mangum and advised him.

RECEIVED
JAN 19 1971
BRIDGE DIVISION

Please work up plans & submit.

RECEIVED
JAN 14
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

NOTED
D. O. [illegible]

NOTED
E. L. WALLACE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 28 1970

I-5-2(68)107
7560

December 24, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

There are attached two copies of a plan showing proposed illumination of the Myrtle Creek Interchange on Interstate 5. The total estimated cost is $49,000, of which $6,000 is for the installation of luminaire units on the bridge carrying the sideroad traffic over the South Umpqua River.

The total current ADT ramp volume is 3,400 vehicles. This greatly exceeds the requirements for Case B-4 and approaches those for Case B-2 of the Informational Guide. In addition, these are disappearing off-ramps and the location of the interchange between a high bluff and the river presents unusual nighttime operating difficulties, particularly during periods of inclement weather. Because of these factors, it is believed that illumination as shown on the plan is warranted.

Your approval of this installation as an Interstate Project is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. B. Crandall
Ivan Merchant
C. T. Keasey

Att
VDW:hjc srh

I-5-2(67) Jumpoff Joe Cr.-Grants Pass Sec.1971
59 of Pac. Hwy., N. of Grants Pass
#7561 (Grad., pav., guardrail & struct. #1

RECEIVED
DEC 9 1971

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-5-2(67)59
7561

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 3, 1971

In reply refer to: 08-35-DB

G. K. Hossner

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(67)59
Jumpoff Joe Creek-Grants Pass Section
Pacific Highway
Project Stage Inspection

Attached is a stage inspection on the above-mentioned project. This section covered the administration and field control of the aggregate production.

No deficiencies were found in the reviewing of this phase of the contract administration.

The inspection work and the recordkeeping have been handled in a very satisfactory manner.

Enclosure

NOTED
A. E. JOHNSON

Const. cy file 12-8-71

RECEIVED
DEC 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33B cc: OSHD (Johnson) Region Wash DC
(REV. 3-68) Green, Engineering Coordinator

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

kd

(Check appropriate box) ☐ Contact ☒ Project Stage Inspection ☐ Final Inspection

Region No. 8	Report No. 5	County Josephine	Division Oregon
Date of Inspection 11-10-71	Inspection Made By P. V. Riedl, Area Engineer		Project No. I-5-2(67)59
In Company With Bill Brown, Res Engr; Earl Purdy, Asst Res Engr			
Quality of Work* Satisfactory	Progress of Work Satisfactory	Time Elapsed 48 %	Work Complete 30 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

JUMPOFF JOE CREEK - GRANTS PASS SECTION
PACIFIC HIGHWAY
Grading, Paving, Guardrail and Structure

Phase inspection on the administration and field control of the aggregate production.

The work completed to date is as follows:

	80% Complete
Clearing and grubbing	90%
Grading	25%
Drainage	100%
Material Produced	30%
Material Placed 4" to 1" Material	
Structure:	20%
Piles and footings	

Work in progress during this inspection consisted primarily in re-shaping the fills and draining the water ponds created by the heavy rains which occurred in the past few days. The pumic material used for the embankment areas has the quality of washing when saturated. The contractor was placing 1" - 0 material to cover perforated pipe at Station 852 and 872. The subcontractor moved his crusher from the Middleton Bar this date. It was estimated that 50,000 cubic yards remain to be crushed but as the water in the Rogue River continues to rise, he decided to move his equipment to higher ground.

FINDINGS
The contractor subed the aggregate production to the Rock and Sand Inc. Company from Seattle, Washington. He moved to the Middleton Gravel Bar located on the Rogue River one mile west of the confluence of the Applegate River. Production commenced on June 17, 1971, working 2 - 9 to 10 hour shifts 5 days per week. Increased to 6 days per week with operations closing down on November 10, 1971.

The production and progress record tests of the aggregate were reviewed and found to meet the required specifications.

Item No. 15 Ditch Protection Material, (plan quantity 7200 cu yds) approximate amount produced 9000 cu yds. A total of 19 field tests were made showing that all but 200 cu yds were boarderline on one seive size. All material considered to be acceptable.

(more)

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

Item No. 14, 1 inch to 0 aggregate base (plan quantity 130,700 tons) approximate material produced 148,350 tons. A total of 195 field tests were made showing 1350 tons as boarderline but still acceptable. Progress record tests show material to be satisfactory.

Item No. 16, Plant Mix Aggregate Base (plan quantity 35,100 tons) The contractor elected to produce 1½" to 0 material and crushed approximately 34,250 tons. A total of 57 field tests were made showing that 600 tons were boarderline but acceptable and 1050 tons were nonacceptable and subsequently rejected and removed from the stockpile area. Progress record tests show material to be satisfactory.

Item No. 17 and 18, Class "B" and Class "C" asphalt concrete mixture (plan quantity 138,000 tons Class "B" and 22,000 tons Class "C") A total of 95 tests were made covering approximately 30,800 tons of 3/4" to 1/4" of material showing 150 tons as boarderline but acceptable and 90 tons nonacceptable and rejected. Progress tests show this material to be satisfactory.

A total of 223 tests were made covering approximately 62,800 tons of 1/4" - 0 material showed 800 tons as boarderling but acceptable and 780 tons as nonacceptable and rejected. One progress record test was out of specifications on gradation, however, in checking the field tests and the time this test was taken, it was found that it was not representative of the material and another sample will be obtained for a chedk.

RECOMMENDATIONS

The inspection and control of the production of the aggregate materials for the project was handled in a very satisfactory manner. Records have been kept up to date and the handling of the testing was performed in a very satisfactory manner. No follow-up is recommended on the details of this inspection.

Form [illegible]

STATE COPY G-1 P C

I-5-2(67)59
7561

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 10-26-71
Contingent upon modification of project agreement if additional funds are required
BY D. K. [illegible]
TITLE Dist. Engineer
DATE 11-19-71
FEDERAL HIGHWAY ADMINISTRATION

Date October 26, 1971

Project Name Jumpoff Joe Cr.-Grants Pass Sec.

Highway Pacific

County Josephine

Contractor S.D. Spencer & Son

Address 4614 N. E. 72nd Ave., Vancouver, Wash 98661

Contract No. 7561

Prefix 617-1073

F. A. Project No. I-5-2(67)59

Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Redrive piling at Bent 2 of bridge # 8100A (Louse Creek Br.) to obtain minimum tip elevations of 1130 feet.

to Const 11-26-71

NOTED
A. E. JOHNSON

Location by station numbers:

A2 33+36.0

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STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor	$200.00
Equipment	50.00
+15%	37.50
	$287.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Piling had obtained the specified bearing of 50 tons with a tip elevation above the elevation of the creek bed.

NOTED
TOM EDWARDS

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,226,372.87
Present estimate of project cost, including $287.50 for work under this order	$3,226,372.87
Expected under-run over-run amount	$ None
Expected under-run over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: B. G. Brewer
Resident Engineer

Approval Recommended: Wendell E. Schwartz
Division Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

OK

Approved R. D. [illegible]
Deputy State Highway Engineer

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OCT 10 1971

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I-5-2(67) 59
7561

October 8, 1971

Mr. John B. Skyles, Sanitarian
Josephine County Health Department
714 Northwest A Street
Grants Pass, Oregon 97526

Dear Mr. Skyles:

This is in regard to your September 17 letter in which you pointed out deficiencies in temporary installations at Manzanita Rest Area, north of Grants Pass.

This matter has been taken up with those in charge of local construction and by the time you receive this letter, should be slated for correction.

If you have further questions or problems, please feel free to contact us.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

bc R. L. Porter
Tom Edwards
A. E. Johnson
F. D. Morgan
Wendell E. Schwartz

C. T. Keasey

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
September 30, 1971

SUBJECT: Jumpoff Joe Cr. - Grants Pass Section
Contract No. 7561
Pacific Highway
Josephine County

To: C.T. Keasey
Region Engineer
Roseburg, Oregon

On Wednesday September 29, 1971, Mr. B.E. Brown and I met with Mr. John Skyles, Josephine County Sanitarian, at the temporary sewage seepage bed located westerly of the S.B. Manizanita Rest Area on the above subject Section.

Two solutions to solve the problem of effluent leakage at the lower end of the bed was discussed. One: construct a "U" shaped level earth dam around the seepage bed one foot above the existing ground at the upper end and approximately three high at the lower end, backfill with $1\frac{1}{2}$" rock, cover rock with untreated building paper and backfill with earth. Two: in case of failure of solution one, construct an additional 30 foot wide by 50 foot long seepage bed at the upper end of the existing bed using the same backfill method as indicated above.

These two solutions met with Mr. Skyles approval as a temporary system which is to be replaced by a permanent sewage treatment system in the near future.

ROSEBURG DIVISION
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OCT 0 4 1971
DE | ADE | 5 | ADE | DOE
Assign ________ For ________
Reply ________ Action ________

B.E. Brown
Resident Engineer

By: Earl C. Purdy
Earl C. Purdy
Assistant Resident Engineer

TELEPHONE 476-4264

COUNTY HEALTH DEPARTMENT

JOSEPHINE COUNTY OREGON

714 N.W. A STREET ~~[illegible]~~
GRANTS PASS, OREGON 97526

Edwards

September 17, 1971

Mr. R. L. Porter, Engineer
State Highway Division
Highway Building
Salem, Oregon

Dear Mr. Porter: Re: Manzanita Rest Area

On August 17, 1971, our department approved a permit for the construction of a temporary seepage bed, to relieve the existing drainfield, damaged during construction of new facilities at the Manzanita Rest Area. Although the bed was to be in use for no longer than six months, it was to conform to the Oregon State and Josephine County regulations, governing the subsurface disposal of sewage. An inspection on September 10, of the newly completed seepage bed, showed it to be functioning inadequately and to be in violation of the State and County regulations as follows:

1. 41-030, Section 5, P; Maximum grade for tile line shall be no greater than 6" per 100 feet.
   - a. The grade of the tile in the Manzanita seepage bed, is more than 12" in 50 feet, causing the effluent to flow too rapidly for proper absorption and "bleed out" at the downslope end of the bed.
2. 41-030, Section 5, K; Filter material shall be clean, crushed stone or gravel, ranging from ½ to 2½ inches in size.
   - a. Gravel at the Manzanita site is no larger than ½ inch in size with most, being considerably smaller. The small pores in this fine gravel are rapidly sealed by effluent solids inhibiting absorption.

Lloyd
P/K handle

NOTED
LLOYD P. SHAW

Guy Beahler - State Bd. Health - Traveler and Tourist Facilities

3. 41-030, Section 5, K; Filter material shall be covered with untreated building paper, or at least two inches of straw or similar material before the bed is backfilled with earth.

   a. The bed at the rest area has not been backfilled. The excavation is filled to ground level with gravel. The effluent is easily accessible to insects and rodents creating an acute health and nuisance problem.

The above corrections should be made immediately.

Since space is no problem, I would suggest constructing another bed, thirty by fifty feet, with proper grade and filter material at the sewer service end of the drainfield, now in use. This would provide some extra absorptive area.

Please notify us of any action you plan to take in this matter.

Also, plans in triplicate of the permanent restroom facilities and subsurface sewage disposal system proposed for this site, should be submitted to this office. These plans must be approved by the District Plumbing Inspector and Josephine County Health Department before construction is initiated.

Very truly,

EDWARD C. WALL, M.D.
Josephine County Health Officer

John B. Skyles

John B. Skyles
Sanitarian

JBS:np
cc Don Slater

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SEP 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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9-29-71

I-5-2(67)59
756/1

FORM PR-1240
(Rev. 6-68)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 1-5-2(67)59
STATE PROJECT NO.: JUMPOFF JOE - GRANTS PASS

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:
ITEM NO.: 1-611
COUNTY NAME: JOSEPHINE
PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

NOTED
A. E. JOHNSON

Orig to Morgan
10-1-71

DATE PS&E APPROVED:
DATE AUTHORIZATION EFFECTIVE: AUGUST 13, 1971
FEDERAL ROUTE NUMBER: INTERSTATE ROUTE #5
STATE ROUTE NUMBER: PACIFIC HIGHWAY #1

LIMITS OF AUTHORITY
YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR PACIFIC NORTHWEST BELL TELEPHONE COMPANY COAXIAL CABLE EFFECTIVE AUGUST 13, 1971. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $1,069.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) UTILITY ADJUSTMENT.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1, 1969.

WE APPROVE THE AGREEMENT WITH THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY CONSISTING OF YOUR VERBAL ADVICE OF THE CONFLICT, THE AUGUST 20, 1971 PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S SEPTEMBER 21, 1971 LETTER.

RECEIPT OF MR. JOHN E. HOLCOMB'S JUNE 19, 1971 AFFIDAVIT OF THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S PROPERTY RIGHTS WAS ACKNOWLEDGED JULY 1, 1971.

THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-29-71		FOR DIVISION ENGINEER

1

Form E-308 (Rev. 11-70)

I-5-2(67)59
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STATE COPY G-1K

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE [illegible]71
Contingent upon modification of project agreement if additional funds are required
BY G. K. Hosmer
TITLE Dist. Engineer
DATE 10-13-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Jumpoff Joe Cr. - Grants Pass

Highway Pacific

County Josephine

Contractor S. D. Spencer & Son

Address 4614 N.E. 72nd Ave., Vancouver, Wash. 98661

Date September 23, 1971

Contract No. 7561

Prefix 617-1073

F. A. Project No. I-5-2(67)59

Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Clearing and Grubbing in areas where embankment is to be placed for future (proposed) toilet facilities, to be constructed in the North and South Bound Manzanita Rest Area.

Location by station numbers: 958 Left and Right.

NOTED
A. E. JOHNSON

Const. 10-19-71

Estimate of quantities and cost: ~~XXXXXXXXXXXXXXXXXXX~~

Equipment	$1,200
Labor	800
Total	$2,000

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not covered in the Original Plans and Special Provisions. Plans for the Rest Area extensionand request for this Extra Work were received after the contract was let. Work has not started, Standard Specifications to apply

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$3,226,372.87
Present estimate of project cost, including $2,000.00 for work under this order	$3,226,372.87
Expected under-run over-run amount	$ None
Expected under-run over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: B E Brown
Resident Engineer

Approval Recommended:
For: Construction Engineer or ~~Bridge Engineer~~

Approval Recommended:

Approved
Construction Engineer

2

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Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 1, 1971

In reply refer to: 08-35-EC

FROM : Mr. R. E. Simpson, Division Engineer
Salem, Oregon

Original to Johnson
9-16

SUBJECT: Oregon I-5-2(67)59 Jumpoff Joe Creek-Grants Pass Section
Pacific Highway; Utilities Adjustment

Oregon F-171(12) & F-171(14) Columbia County Line-Burlington Section
Lower Columbia River Highway; Utilities Adjustments

Attached is an inspection-in-depth report on the Jumpoff Joe-Grants Pass Section of the Pacific Highway. This report is the second in a series of statewide inspections-in-depth covering utility relocation procedures. The first report in this series covered an inspection on the Columbia County Line-Burlington Section of the Lower Columbia River Highway, and was forwarded to your office on or about August 6, 1971, without a transmittal letter.

The first two inspections reflect a need for emphasis on sufficient lead time and advance utility work as well as more uniform methods of inspection and documentation. At the conclusion of this series of inspections, a summary report will be prepared with the significant findings and recommendations affecting your overall procedures on a statewide basis.

Enclosure

RECEIVED
SEP 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

9-16
Cy to Morgan
"when Summary Report is
rec'd, we will want to
consider any changes
in our procedures."
d.E.J.

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OSHD = Johnson

FORM PR-33D
(REV

cc: OSHD (Johnson) File 439 Region (3 cys)
Financial Manager
Wash DC thru Region
Div Auditor-in-Charge (3 cys)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATEWIDE INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION: 8

DIVISION: Oregon

COUNTY: Josephine

PROJECT NUMBER: I-5-2(67)59

DATE OF INSPECTION: Aug 10 & 11, 1971

PHASE(S) INSPECTED: 9 - Utility Adjustment

REPORT OR CONTROL NUMBER: 35-71 EID(9)7

INSPECTION MADE BY: C. T. Christianson, Area Engineer
C. R. Burghardt, Asst Engr Coordinator

IN COMPANY WITH: Paul V. Riedl, Area Engr, FHWA; Jack M. Cartwright, Utility Officer Engr, OSHD; John E. Holcomb, Region 3 Utility Engr, OSHD; Al Chapman, Resident Engr, OSHD: Bill E. Brown, Resident Engr, OSHD

REPORT PREPARED BY: C. R. Burghardt C R Burghardt

CONTRACT AMOUNT: $ 2,826,931.00

CONTRACTOR: S. D. Spencer and Son
Vancouver, Washington

TIME ELAPSED: %

PROGRESS

WORK COMPLETED: %

QUALITY OF WORK:

LOCATION: Project extends 8.7 miles northerly from North Grants Pass Interchange along the Pacific Highway Interstate Route 5 (US 99)

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTIONS TAKEN

JUMPOFF JOE CREEK - GRANTS PASS SECTION
PACIFIC HIGHWAY
Grading, Paving, Guardrail and Structure

1. SCOPE OF INSPECTION

This is the second in a series of Inspection-in-Depth reports to evaluate the State's procedures regarding Utility Adjustments.

This inspection included a review of the procedures and records maintained at the project and State Regional Offices. Emphasis was placed on the problems associated with the coordinators of the utility Adjustments with the construction of the project.

Project I-5-2(67)59 provides primarily for the construction of a pavement overlay and minor safety improvements with associated work involving the expansion of the Manzanita Safety Rest Area. It is through this rest area expansion that the conflict with the Utilities developed.

This project was selected at random from those Federal Aid projects currently underway in the State Highway Division Region Three Area that required Utility Adjustments.

2. SUMMARY OF FINDINGS, RECOMMENDATIONS AND ACTIONS TAKEN

There are conflicts on this project with two Utilities. Pacific Northwest Bell Telephone Company's main buried coaxial cable crosses the highway at right angles at the north entrance to the rest area and extends diagonally across the area to be occupied by the rest area expansion. The telephone

(more)

company holds a prior easement along this section making any adjustments 100% reimbursable from project funds.

A section of Pacific Power and Light Company's aerial power distribution lines located along the existing frontage road on the east side of the highway needed to be moved along with the frontage road to a position outside of the proposed expansion site for the rest area. Since this powerline occupied the public Right of Way Under Permit the adjustment is completely non-reimbursable.

(a) Findings
All Utility Adjustments were completed prior to the initiation of any construction work. The telephone company had accomplished their adjustments several months in advance of the award of the construction project and although the power company elected to delay their work until after the award of the construction contract, the actual adjustment was completed before the contractor had need for that area.

This project is an excellent example of the coordination that can be effected through adequate lead time.

Recommendation
As stated in the first report of this series, it is again recommended that procedures be established and maintained that would insure an adequate lead time before the initiation of construction to allow for an orderly connection of all utility relocations.

(b) Findings
The supervision of the actual construction of the Utility Adjustment appeared to be rather casual. It is recognized that the amount of work involved would not justify the expense of a full time inspector and there was little need to control the quality of the work as each Utility Company was working on their own facility. It did seem, however, that the occasional note in the OSHD Project Resident Engineer's diary would approach the minimum that could support the Utility Company's billing.

Recommendations
It is recommended that a daily work record form or record be developed and used that would provide for a listing of the time worked, number of men and equipment used, and the material installed or salvaged. This form [illegible] indicating an agreement as to what was done, etc. This form would then emphasize the amount of information and the detail required to adequately support the utility's final billing.

RECEIVED
SEP 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

I-5

FORM E-30 (4-70) SP*52500-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
August 23, 1971

SUBJECT: Jumpoff Joe Cr.-Grants Pass Sec.
Pacific Highway
Josephine County
Contract 7561

Mr. C. T. Keasey
Regional Engineer

ROSEBURG

Attached are five prints each of a partial print of the safety rest area and drawing B452, which are the plan and profile locations respectively for the water and sewer lines. This information was recently requested by your office to enable these facilities to be installed properly under this contract.

Omit the 12-inch diameter water conduit as shown on sheets 10B and 10C at Station "L"964+50 and install two parallel sets of 12-inch diameter conduits as shown on the partial xerox sheet and drawing B452. Note on the partial plan sheet that the primary location is shown on red with an alternate location shown in green. It may be necessary to vary the location between these two locations to miss trees that are to remain. The alignment should, however, be one straight tangent. If it is advantageous to us, one line of 18-inch diameter conduit may be used in lieu of the two sets of 12-inch.

Omit the 10-inch diameter sewer pipe at Station "L"958+20 and install 12-inch and 15-inch diameter conduit at Statimn"L"955+50 as shown on the partial xerox sheet and drawing B452.

Please take the necessary action to prepare a price agreement for this work. The Federal Highway Administration has given tentative approval.

These revisions are necessary for the following reasons:

1. The water line conduit will be in a more favorable location for the reservoir, pumping, and treatment facility.

2. The one 12-inch diameter conduit for the water will not accommodate the piping required.

3. A profile ;was not shown for the sewer line on the contract plans and upon investigation it was found that

cleanouts and drop manholes will be required. Furthermore the sewer pipe under the highway should be in a conduit. Therefore, we have shown 12-inch diameter and 15-inch diameter conduits in which to place the future sewer line.

Walter J. Hart
Bridge Administration Engineer

DOC:dh
Attachments

cc Frank Hall

1 H
A. Olson
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AUG 24 1971
2 Teopin T
DESIGN
SECTION

REO

DS

I-5-2(67)59
7561

Form E-206 (Rev. 11-70)

STATE COPY G-11

APPROVED EFFECTIVE DATE 8-18-71 C
Contingent upon modification of project agreement if additional funds are required
BY G Green
TITLE Engineering Coordinator
DATE Aug. 30 1971
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date August 18, 1971

Project Name Jumpoff Joe Creek - Grants Pass
Contract No. 7561
Highway Pacific
Prefix 617-1073
County Josephine
F. A. Project No. I-5-2(67)59
Contractor S. D. Spencer & Son
Order No. 4
Address 4614 N.E. 72nd Ave., Vancouver, Washington, 98663

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct temporary sewage disposal field and install 6" effluent line to connect directly to existing line. See attached sketch.

[illegible]

Location by station numbers:

"S2" 57+00 Rt. to "S2" 60+50 Lt. Manzanita Rest Area South Bound.

NOTED
N. E. JOHNSON

NOTED
TOM EDWARDS

Estimate of quantities and cost:	Equipment	$ 750.00
	Labor	650.00
	Materials	2,600.00
	Total	$ 4,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Existing disposal field from the Rest Area is located in the new truck parking area allowing effluent to saturate the excavated subgrade in the adjacent area. Copy of the Permit from the County Sanitarian is attached. Standard Specifications and Special Provisions for this contract will apply.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$3,226,372.87
Present estimate of project cost, including $ 4,000.00 for work under this order	$3,226,372.87
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Submitted by: R. E. Kinnan Resident Engineer

Approval Recommended

Approved G. D. Allen

9-1

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JUL 2[illegible] 1971
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I-5-2(67)57

7561

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: July 20, 1971

In reply refer to: 08-35-DA/961

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson
cy to [illegible]
7-26-71

SUBJECT: Oregon Project I-5-2(67)59
Jumpoff Joe Creek-Grants Pass Section
FHWA Order Interim 7-2(2)

Mr. Johnson's July 12 letter submitted for approval training programs proposed by the contractor for the following crafts: Carpenters, Laborers, and Teamsters. The Carpenters Training Program is an existing apprenticeship program which is approved by the U.S. Department of Labor. The Laborers Training Program was previously approved for Oregon Project I-80N-7(33)289.

I have reviewed the Teamster Training Program and have determined that it meets the requirements of the Training Special Provisions under FHWA Order Interim 7-2(2). It is recognized that you have formally emphasized to the contractor the provisions of the contract which state that the training and upgrading of members of minority groups are primary objectives.

The Teamsters and Laborers Training Programs are approved.

NOTED
A. E. JOHNSON

RECEIVED
JUL 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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MAY 21 1971
FOR FILING

I-5-2(67)57
7561

May 20, 1971

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7561 for work
on the Jumpoff Joe Creek-Grants
Pass Section of the Pacific
Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc St. Paul Fire & Marine Ins. Company
Portland Branch Office
1960 N. E. Irving Street
Portland, Oregon 97232

bc F. D. Morgan
I. D. Merchant
G. T. Kenney
A. L. Chapman

RECEIVED
[illegible] 1971

FOR FILING
I-5-2(67)59
7561

May 5, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of May 3, 1971, is requested in the award of contract for the Jumpoff Joe Creek-Grants Pass Section, Project No. I-5-2(67)59.

The contractor receiving the award is S. D. Spencer & Son, in the amount of $2,826,931.00 with Contract No. 7561 assigned. This bid was received on April 29, 1971, and awarded May 4, 1971.

All right-of-way or right of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway
Administration endorsement.

Date____________________
I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

RECEIVED
APR 19 1971

FORM PR-1240
(REV.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FILES

4-13-71

FEDERAL AID PROJECT NO.: 1-5-2(67)59

STATE PROJECT NO.: JUMPOFF JOE CREEK - GRANTS PASS SECTION

PROGRAM NO.:

COUNTY NAME: JOSEPHINE

ITEM NO.: 1-611

PROGRAM STAGE (Check): ☐ 1 ☒ 2

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

I-5-2(67)59

TO:

7561

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young
[illegible]
4-19-71

DATE PS&E APPROVED APRIL 7, 1971	DATE AUTHORIZATION EFFECTIVE APRIL 7, 1971	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 5 STATE ROUTE NUMBER STATE ROUTE NO. 1

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $18,750.00 AND ON THE JOB TRAINING IN THE AMOUNT OF $3,200.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF $5,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*)

CONTRACTOR'S FLAGGING	$18,750.00
ON THE JOB TRAINING	3,200.00
TEMPORARY EROSION CONTROL	5,000.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S APRIL 2, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
F. B. KLA[illegible]

NOTED
TOM EDWARDS

DATE: 4-13-71

SIGNATURE OF APPROVING OFFICIAL:

TITLE: DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

2-17-71

FORM PR-1240
(REV. [illegible])

RECEIVED
FEB 22 1971

~~FOR FILING~~

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-2(57)59

STATE PROJECT NO.: JUMPOFF JOE CREEK - NORTH GRANTS PASS SECTION

COUNTY NAME: JOSEPHINE

PROGRAM STAGE (Check): ☐ 1 ☒ 2

PROGRAM NO.:

ITEM NO.: 1-499

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO:
I-5-2(62)57
7561
MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young.
2-22-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE FEBRUARY 16, 1971	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 5 STATE ROUTE NUMBER STATE ROUTE 1

LIMITS OF AUTHORITY

AS REQUESTED IN MR. ELLISON'S FEBRUARY 8, 1971 LETTER A MINOR PROGRAM CHANGE ON THE SUBJECT PROJECT IS HEREBY APPROVED ADDING TO THE CHARACTER OF THE PROPOSED WORK PRELIMINARY ENGINEERING INCLUDING PS&E PREPARATION FOR THE REVISIONS IN INTERCHANGE NUMBERING AND CHANGES IN MILE POSTS IN ACCORDANCE WITH THE NEW INTERSTATE SIGN MANUAL AT AN ESTIMATED COST OF $2,300.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) MINOR PROGRAM CHANGE
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NOTED
F. B. [illegible]

RECEIVED
FEB 19 '71
OFFICE OF
STATE HIGHWAY ENGINEER

DATE 2-17-71	SIGNATURE OF APPROVING OFFICIAL G K Greene	TITLE for DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

Form FHWA-121 (12-67)
UNITED STATES GOV NMENT

Memorandum

U.S. DE TMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: January 29, 1971

In reply refer to: 08-35-EC

I-5-2(67)59

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7561

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Design Approval under PPM 20-8

Reference is made to Mr. Young's January 13 letter in which he discusses the above subject as it related to a list of 26 Federal-aid projects. With regard to the first point raised in that letter we concur that a design approval for the construction of a section of highway would include all the elements necessary to complete the improvement even though some may be accomplished later under separate contracts. This remains true, however, only if the elements involved are those normally associated with that type of improvement and the proposed improvement remains essentially the same as that originally approved.

We have examined our records for each of the 26 project sections listed in the above-mentioned letter and concur that either design approval has been given or the project had developed beyond design approval stage prior to the effective date of the current PPM 20-8, and no further action is required except as noted below.

In the North Tigard Interchange - South Tigard Interchange Section the area involving the North Tigard Interchange was excluded from design approval.

In addition major revisions under consideration at the Haines Road Interchange may require additional design approval.

2-2-71

REFERRED TO
Young
R. Asst. State Hwy. Engr.

NOTED
TOM EDWARDS

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 20, 1970

In reply refer to: 08-35-DB

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(67)59
Jumpoff Joe - Grants Pass Interchange Section
Josephine County
Interstate Overlay

Klaboe

This office has reviewed your submission concerning the overlay of the above-mentioned section.

Your evaluation of the three separate methods shows that 5 inches will be needed to bring this section up to the required design standards.

Our review substantiates this determination and we concur in your recommendation for a 5 inch asphaltic concrete overlay with a nominal amount for leveling.

cc:
Region w/encl

11-30-70

REFERRED TO
Hall - Young - Ed Johnson
By Asst. State Hwy. Engr.

NOTED
TOM EDWARDS

1 Hall
A. Olson
Wills
[illegible]
[illegible]
[illegible]
2 [illegible]

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OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 16, 1970

Mr. William M. Sloan
Attorney at Law
220 Southeast H Street
P. O. Box 1476
Grants Pass, Oregon 97526

F. 23234, L. 2398
Jump Off Joe Creek-Grants
Pass Section
Pacific Highway
Josephine County

Dear Sir:

Upon receipt of your letter of November 2, 1970, requesting a re-computation of the acreage included in our right of way acquisition in 1955, the matter was submitted to our Design Section. They re-examined their computations and could not find any reason to change from the original figure of 47.68 acres, more or less.

We hope that this information is of some assistance to you.

Very truly yours,

ORIGINAL SIGNED
JOHN R. OAKES
John R. Oakes
Assistant R/W Engineer

JRO:ph

cc Frank Hall
C. T. Keasey
L. W. Riley

1 Hall
A. Olson
Wills
Hackisman
Carstensen
Keyes
Turpin

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Other

OCT 28 1970

FO

I-5-3(47)5-7

7561

October 27, 1970

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Interstate Overlay, I-5
Jumpoff Joe-Grants Pass Interchange Section, Josephine County

An evaluation of the overlay requirements on the Jumpoff Joe-Grants Pass Interchange Section has been completed in accordance with your instructions. Your approval of a five-inch asphaltic concrete overlay with an allowance of plus or minus one inch for leveling is recommended. Separate base designs are submitted to represent each of three separate surfacing conditions on this section.

Two copies of the complete overlay analysis are included for your review. If you have questions about some parts of the design analysis, they will be answered promptly.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson ms
Assistant State Highway Engineer

Enc.
cc R. L. Porter
Tom Edwards
F. D. Morgan
E. L. Johnson

NOTED
A. E. JOHNSON

ELJ:fw ms

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1970

SUBJECT: Overlay Design Recommendations
On I-5
Jumpoff Joe-Louse Creek Section
Josephine County

To:
Mr. F. D. Morgan
Construction Engineer
OFFICE

Report on the overlay evaluation of the Jumpoff Joe-Louse Creek surfacing.

INTRODUCTION:

The pavement design on this project was re-analyzed to determine the overlay thickness required to carry this Interstate pavement surface through the twenty-year design period. Our present design procedures and standard specifications on materials were compared with those used in 1957 in the analysis. The overlay request reflects the under-design in the original computation.

CONCLUSIONS:

Our study indicates that a five-inch asphaltic concrete overlay with a plus or minus one-inch allowance of asphaltic concrete for leveling is adequate to complete the design period. The five-inch overlay request was determined as the difference of the Crushed Base Equivalent credit given to the 1957 design from the 1970 design. We used the original design R-values of 53 and 20 in this computation. The Central Laboratory tested pavement cores and original materials sources for quality consistant with our present design standards and specifications. The Laboratory assigned equivalency coefficients to the constructed base rock and the pavement. A poorer quality material was used than we had assumed when our 1957 base design was made.

An analysis using the current California deflection method of overlay design supports the five-inch overlay request.

The R-value of the representative subgrade soil is 8 rather than 53 and 20 as assumed in the 1957 design. With an R-value of 8 and the CBE credit assigned by the Laboratory to the existing surfacing units, an 8.0-inch overlay is indicated to complete the twenty-year design period.

ANALYSIS:

Our original 1957 base design called for two surfacing thicknesses:

AS CONSTRUCTED

	Design "R" Value = 53 Station 720 - 970		Design "R" Value = 20 Station 970 - 1061+50	
	Assumed Credit CBE	Actual Thickness	Assumed Credit CBE	Actual Thickness
Class "B" AC	8.0"	4.0"	8.0"	4.0"
3/4"-0 Level Base	1.5"	1.5"	1.5"	1.5"
Coarse Crushed Base	9.5"	9.5"	14.5"	14.5"
Total	19.0"	15.0"	24.0"	20.0"

The original base design summary sheet is shown on Page A-1. The appraisal of traffic was Very Heavy for design purposes. The 1957 procedure for base design is attached as Pages A-2 to A-5.

The design procedures and specifications on surfacing materials have changed since 1957. One way you can evaluate these changes is with the current standard tests on rock from the source used in the original initial construction and a study with laboratory testing of the existing surfacing and subgrade. Quality tests on the rock source used are shown on Page A-20. Core samples of the surfacing were also tested and the results are shown on Pages A-18 and A-19. The Central Laboratory Materials Section reviewed their present design requirements for the asphaltic concrete, the Laboratory results of the original asphaltic concrete progress tests and the quality of the materials. A current asphaltic concrete mix design from the original rock source is shown on Page A-22. The Materials Laboratory recommended equivalency coefficients that would be used for design purposes now. The summary of these recommendations with the Laboratory reports is included in a letter by Jim Wilson, Assistant Materials Engineer. The letter is shown on Pages A-16 to A-21.

MATERIALS LABORATORY RECOMMENDATIONS

(Current Specification Crushed Baserock Equivalent, CBE = 1)

Asphalt Concrete constructed in 1958	CBE = 1.8
Crushed base rock constructed in 1958	CBE = 0.9

The actual total Crushed Base Equivalent for the surfacing constructed in 1958 on the Jumpoff Joe-Louse Creek Interchange project now may be computed as follows:

REVISED CRUSHED BASE EQUIVALENT

	Station 720 - 970 Design R-Value = 53					Station 970 - 1061+50 Design R-value = 20				
	Actual Thickness	x	Lab Co-efficient	=	1970 CBE	Actual Thickness	x	Lab Co-efficient	=	1970 CBE
Asphaltic Concrete	4.0"	x	1.8	=	7.2"	4"	x	1.8	=	7.2"
All base aggregates	11 "	x	0.9	=	9.9"	16"	x	0.9	=	14.4"
Total CBE 1970					17.1"					21.6"

Using the 1957 R-values with our current design procedure with materials meeting our current standards and with traffic updated and projected to the end of the design period, our charts, attached Pages A-22 through A-32, indicate these thicknesses for a 20-year design period:

Station 720 - 970			Station 970 - 1061+50		
Design R-value	=	53	Design R-value	=	20
Traffic Coefficient	=	11.0 *	T.C.	=	11.0 *
CBE	=	25.5"	CBE	=	31.0"
Constructed CBE	=	17.1"	Constructed CBE	=	21.6"
Total under-design	=	8.4"	Total under-design	=	9.4"

$$\text{Average for Job} = \frac{8.4" + 9.4"}{2} = 8.9"\text{ CBE, or } 4.5"\text{ A.C.}$$

*See traffic coefficients for design period on Page A-34.

The existing subgrade was sampled in 1968. R-values of the subgrade soil are lower than the design allowed for in 1957. Therefore, the overlay thickness should be no less than 5 inches Class "B" asphaltic concrete with plus or minus one inch allowance for leveling.

The minimum five-inch overlay thickness is supported by the California method of deflection testing. The overlay thickness required by deflection testing is 5 inches asphaltic concrete with plus or minus a one-inch allowance of asphaltic concrete for leveling. Deflection test design summary follows:

Average deflection = 0.022 inch
Evaluated 80 percentile deflection = 0.028 inch
1970 - 1977 Traffic Coefficient = 10.0
Seven Year EWL = 28,660,000 *
Tolerable Deflection = 0.010" **
Percentage reduction required = 64% ***

CBE Requirement (use 1970 Cal. chart) = 10.25"
AC overlay required (CBE/AC Equiv.) = 5.12" say 5.0 inches

* See pages A-35 and A-36.

** Assume the overlay will be tacked firmly to existing pavement and the overlay plus the existing AC surface will be more than 6" of AC (therefore, use the graph for 6" AC from the California Design Charts.)

*** Computation = 80 percntile (-) Tolerable deflection ÷ 80 percentile deflection

You may wish to refer to the attached Pages A-58 through A-62 which are the deflection readings on this section. Our current design charts for overlay requirements using the California deflection method may be helpful to you and are attached as Pages A-37 through A-57.

A third analysis was made using a soil design R-value of 8 which was determined at based on 300 exudation pressure. The subgrade and the surfacing materials were evaluated by testing in 1968. The attached summary sheets, Pages A-66 through A-75, compile the pertinent soils engineering data which was accumulated by those tests.

Oregon's practice is to select the low R-value at which approximately 80 to 95 percent of the R-values are higher for base design purposes. The subgrade R-values taken recently are listed on Page A-65. Page A-64 represents the graphic analysis of the R-value selected. In this case, the selection was based on exudation pressure because this is our design standard when less than 90 percent is passing the #4 sieve. Otherwise, the R-value pick is at the moisture content at the wet side of 95 percent of T-99 AASHO Method. For information purposes, Page A-76 is a graph of subgrade natural moisture contents plotted against the moisture content at the wet side of the Proctor curve at 95 percent density.

For our design procedures now, we would select usually one R-value to represent the subgrade for the entire section. The base design for a soil with an R= 8 for the two units is computed as follows:

(17.1" + 21.6") / 2 = 19.4", average constructed CBE for section

CBE from Design Chart, Page A-24 with an R=8 and the T.C. = 11.0 is 36.0"
36.0" - 19.4" = 16.4", CBE Under-design with a subgrade R=8.
16.4" / 2 (Equivalency of Class "B" AC) = 8.2" Class "B" AC overlay required. Say 8.0" overlay required with plus or minus one inch of AC allowance for leveling.

SUMMARY

A. C. overlay determined by underdesign using original R-values is 5 inches.

A.C. overlay determined by deflection testing of the present surface is 5 inches.

A.C. overlay determined with the design R-value = 8 is 8 inches.

From the supporting analysis given, the A. C. overlay thickness requested is 5 inches of Class "B" A.C. with an allowance of plus or minus one inch for leveling.

Edgar L. Johnsen

Edgar L. Johnsen
Special Studies Engineer

ELJ:fw
Attach.
cc: A. E. Johnson (3)
C. J. Gregg

INDEX TO ATTACHMENTS

ITEM	PAGE
Original Base Design, 1957	A-1
Base Design Procedure Used in 1957	A-2
Wilson's October 14, 1970 letter with Lab Reports	A-16
1970 Base Design Procedure	A-22
Traffic Analysis Made 1970 for 1957 Through 1976	A-33
California Method of Overlay Design by Deflections	A-37
Deflection Measurements on the Section	A-58
Laboratory Data and R-value analysis for Soil, R=8	A-63
List of R-values of Subgrade Soil	A-65
List Summary of Test Holes and Laboratory Reports (1968 Field Tests)	A-66
Natural Moisture vs Design Moisture	A-76

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ___ Pages

Section JUMP OFF JOE CREEK - LOUSE CREEK Highway Pacific (FAR 3) County Josephine Prefix 617-1982

Res. Engr. ______ Approx. Length 6.0 Miles. M.P. 251.84 to M.P. 257.76± Date 10-20-70

Truck A.D.T. 1320 Traffic Coefficient 11.0 18 kip s.a. per day 688.1.

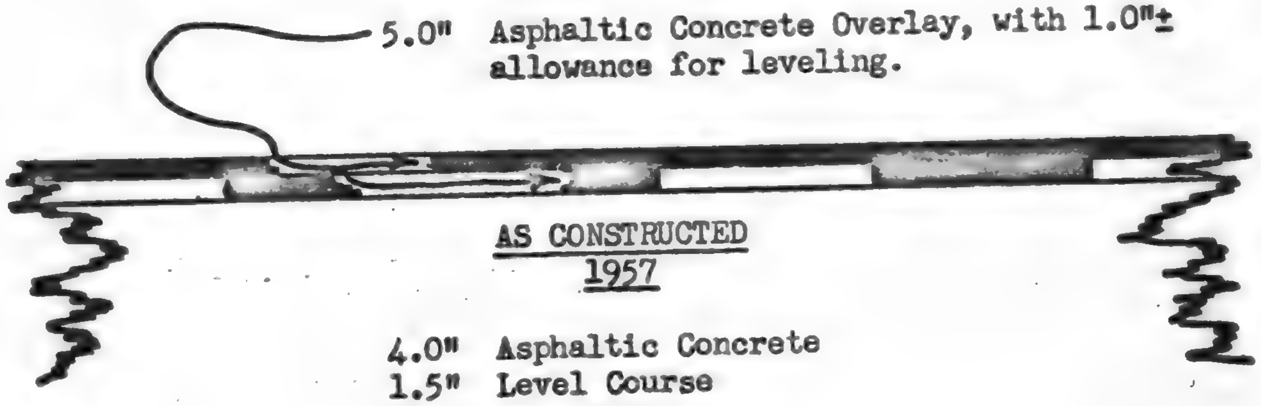
Annual Precipitation 37"± Frost Penetration - - - -.

10-20-70

(1)
Typical Soil
21 LL
0 PI
84 %P 10
24 %P200
16 %Gravel
30 %C Sand
30 %F Sand
18 %Silt
6 %Clay
53 "R" Value

Sta. 720 - 970

5.0" Asphaltic Concrete Overlay, with 1.0"± allowance for leveling.



AS CONSTRUCTED
1957

4.0" Asphaltic Concrete
1.5" Level Course
9.5" Base Course

(1)
Silty Sand

* Minimum CBE Requirement for Traffic Classification.

CBE Total Req.	Credit	Actual Thick.	
OVERLAY			
	10.0	5.0	A.C.
IN PLACE-AS CONSTRUCTED			
	7.0	4.0	A.C.
	10.0	11.0	Base incl. Level
*25.5	27.0	20.0	

AASHO CLASSIFICATION:

A-2-4

MATERIAL SOURCES:

To be determined by the Engineer.

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

Submitted by ______ for Staff Assistant

Recommended by ______ Engineer of Materials

Recommended by Edgar L. Johnson for Construction Engineer

Approved by ______ Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of ____ Pages

Section JUMP OFF JOE CREEK - LOUSE CREEK Highway Pacific (FAR 3) County Josephine Prefix 617-1982

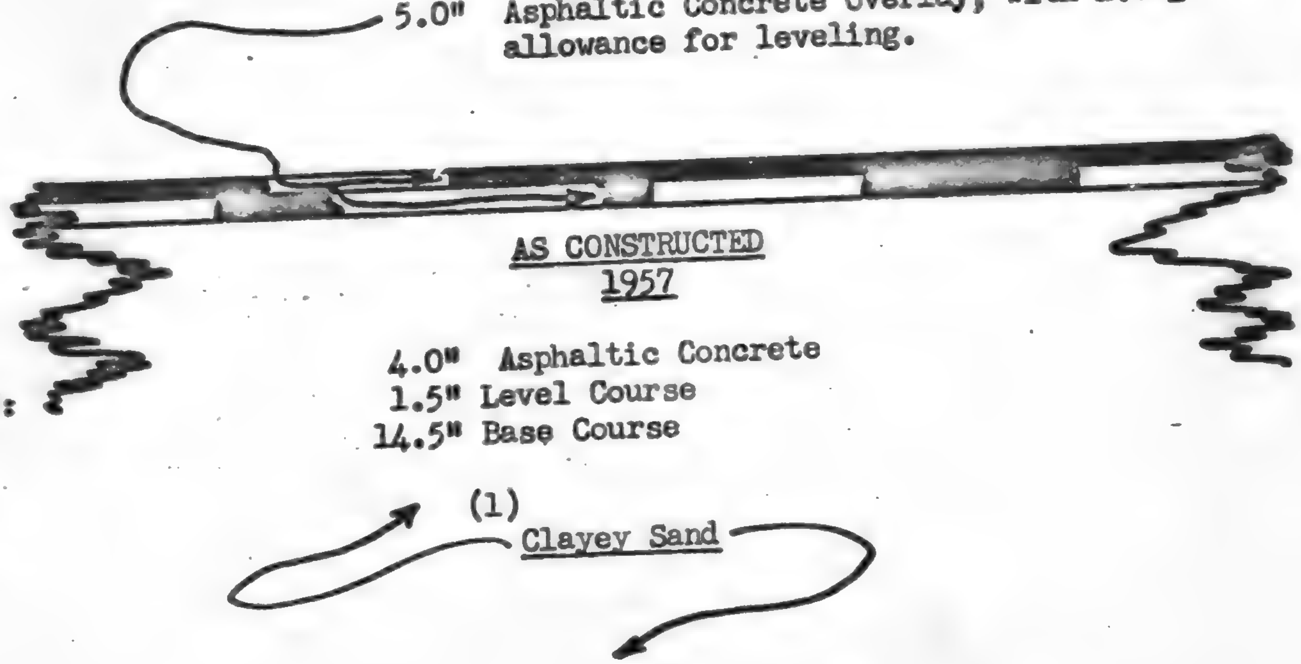
Res. Engr. ________ Approx. Length 6.0 Miles. M.P. 251.84 to M.P. 257.76± Date 10-20-70

Truck A.D.T. 1320 Traffic Coefficient 11.0 18 kip s.a. per day 688.1.

Annual Precipitation 37"± Frost Penetration - - - -.

Sta. 970 - 1061+50

(1)
Typical Soil
37 LL
18 PI
85 %P 10
55 %P200
15 %Gravel
12 %C Sand
18 %F Sand
26 %Silt
29 %Clay
20 "R" Value



5.0" Asphaltic Concrete Overlay, with 1.0"± allowance for leveling.

AS CONSTRUCTED
1957

4.0" Asphaltic Concrete
1.5" Level Course
14.5" Base Course

(1)
Clayey Sand

CBE Total Req.	Credit	Actual Thick.	
OVERLAY			
	10.0	5.0	A.C
IN PLACE-AS CONSTRUCTED			
	7.0	4.0	A.C.
	14.5	16.0	Base incl. Level
31.0	31.5	25.0	

AASHO CLASSIFICATION:

A-6 (7)

MATERIAL SOURCES:

To be determined by the Engineer.

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

Submitted by E. J. Bugg
for Staff Assistant

Recommended by John C. Nu Pres
Engineer of Materials

Recommended by Edgar L. Johnson
for Construction Engineer

Approved by
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

Section LOUSE CREEK - N. GRANTS PASS Highway Pacific (FAR 3) County Josephine Prefix 617-1982

Approx. Length 3.0± Miles. Sta. 1061± to Sta. 1197+ Date 10-22-70

Res. Engr. ____

18 kip s.a. per day 725.3.

Mean Truck A.D.T. 1427 Traffic Coefficient 11.1

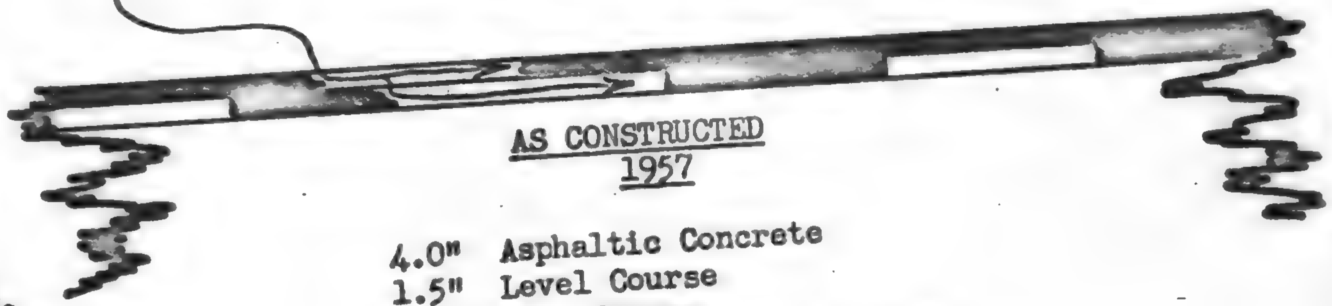
Frost Penetration - - - -.

Annual Precipitation 37"±

CBE Total Req.	Credit	Actual Thick.	
OVERLAY			
	10.0	5.0	A.C.
IN PLACE	Average		
	7.0	4.0	A.C.
	11.0	11.0	Base incl. Level
28.5	28.0	19.0	

(1)
Typical Soil - S.S.M.

- 21 LL
- 5 PI
- 88 %P 10
- 37 %P200
- 12 %Gravel
- 26 %C Sand
- 25 %F Sand
- 22 %Silt
- 15 %Clay
- 28 "R" Value



5.0" Asphaltic Concrete Overlay with 1.0"± allowance for leveling.

AS CONSTRUCTED
1957

- 4.0" Asphaltic Concrete
- 1.5" Level Course
- 9.5" Base Course
- 18.0" Selected Subgrade Material

(1)
Silty Sand

AASHO CLASSIFICATION:

A-4 (1)

MATERIAL SOURCES:

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

Submitted by ____
for Staff Assistant

Recommended by Jo E. Wilson
Asst. Engineer of Materials

Recommended by Edgar L. Johnson
Construction Engineer

Approved by ____
Asst. State Highway Engineer

FORM PR-1240
(REV. 3-67)

SEP 15 1970

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-10-70

FEDERAL AID PROJECT NO.: 1-5-2(67)59

STATE PROJECT NO.: JUMPOFF JOE CREEK -GRANTS PASS SECTION

PROGRAM NO.:

COUNTY NAME: JOSEPHINE

ITEM NO.: 1-611

PROGRAM STAGE (Check): ☐ 1 ☒ 2

FOR FILING

FROM:
R. E. SIMPSON, DIVISION ENGINEER
~~SALEM, OREGON~~

TO:
I-5-2(67)59
7561

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young
9-15-70

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	AUGUST 20, 1970	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER STATE ROUTE 1

LIMITS OF AUTHORITY

OUR JUNE 29, 1970 AUTHORIZATION TO PROCEED WITH THE ACTUAL ADJUSTMENTS IN PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S FACILITIES ON THE SUBJECT PROJECT IS HEREBY AMENDED EFFECTIVE AUGUST 20, 1970 TO INCLUDE THE ADDITIONAL WORK NEEDED TO EFFECT THE HIGHWAY CROSSING IN THE VICINITY OF STATION 950+50. REIMBURSEMENT ON AN ACTUAL COST BASIS IN THE ADDITIONAL COSTS ESTIMATED AT $3,250.10 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) UTILITY ADJUSTMENT

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

WE APPROVE THE SUPPLEMENTAL AGREEMENT WITH THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY AS DESCRIBED IN THEIR AUGUST 25, 1970 LETTER, FURNISHED ALONG WITH PLANS AND ESTIMATE WITH MR. LITCHFIELD'S SEPTEMBER 2, 1970 LETTER.

NOTED
TOM EDWARDS

RECEIVED
SEP 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-10-70		for DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
AUG 21 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-4511 ~~364-21XX~~

I-5-2(67)59
7561

August 17, 1970

Pacific Northwest Bell Telephone Company
421 S.W. Oak Street, Room 437
Portland, Oregon 97204

ATTENTION: Right of Way Supervisor

Re: Telephone Cable Adjustment
Jumpoff Joe Creek-Grants Pass
Section (Manzanita Rest Area)
Pacific Highway
Josephine County
Project No. I-5-2(67)59
Your File: C 5145 (12-69)

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of June 17, 1970, was approved effective June 19, 1970 by our letter of July 8, 1970.

This will confirm our verbal concurrence given by our Mr. Preston in the award of the contract for placing buried cable and conduit in the Manzanita Rest Area to Sage Construction Company, who submitted the low bid of $6,522.90 on July 14, 1970.

Reimbursement for the work performed on and subsequent to June 19, 1970, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Railroad & Utility Engineer

PGP:djg
cc: ~~F. B. Klaboe~~
R. B. Simpson
L. H. Young
F. O. Scott
C. T. Keasey
J. E. Holcomb

NOTED
A. E. JOHNSON

RECEIVED
AUG 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE
HIGHWAY DIVISION

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I-5-2(67)57
7561

August 17, 1970

Mr. R. B. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon 97301

Re: Telephone Cable Adjustment
Jump Off Joe Creek-Grants Pass Section
(Manzanita Rest Area)
Pacific Highway
Josephine County
Project No. I-2(67) 59
PNB File C5145 (12-69)

Gentlemen:

Attached is your copy of our concurrence in award to Sage Construction Company for the placing of cable and conduit for Pacific Northwest Bell Company in the Manzanita Rest Area.

This matter was discussed with your Mr. C. N. Burghardt on July 15, 1970. It was agreed that although the lowest bid was almost $2,000 in excess of the Telephone Company's estimate, it was in the public interest to concur in the award of the contract, since there were three bidders who consistently bid and perform this type of work for the Company. There was no indication that a readvertising would produce lower bids.

Your immediate response to our inquiry, and quick consideration of this matter is greatly appreciated.

Very truly yours,

NOTED
A. E. JOHNSON

NOTED
F. B. KLABOE

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Railroad & Utility Engineer

PGP:djg

Enclosure

cc: F. B. Klaboe

RECEIVED
AUG 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

7-1-70

RECEIVED
JUL 3 - 1970
FOR FILING

FORM PR-1240 (REV. 3-63)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 1-5-2(67)59
STATE PROJECT NO.:
COUNTY NAME: JOSEPHINE
PROGRAM NO.:
ITEM NO.: 611
PROGRAM STAGE (Check): ☐ 1 ☒ 2

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO:
I 5-2(67)59
7561

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

7-3-70

RECEIVED
JUL -3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	JUNE 29, 1970	INTERSTATE ROUTE #5
		STATE ROUTE NUMBER
		JUMPOFF JOE CREEK TO GRANTS PASS SECTION

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR PACIFIC NORTHWEST BELL EFFECTIVE JUNE 29, 1970. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $8,463.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) UTILITY ADJUSTMENT
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1969.

WE APPROVE THE AGREEMENT WITH THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY CONSISTING OF YOUR MAY 12, 1970 UTILITIES LIAISON ENGINEER'S LETTER, THE JUNE 17, 1970 PACIFIC NORTHWEST BELL LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S JUNE 23, 1970 LETTER.

RECEIPT OF MR. JOHN E. HOLCOMB'S JUNE 19,1970 AFFIDAVIT OF THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT, AS AMENDED, WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

NOTED
E. B. KLABOE

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-1-70		~~For~~ R. E. SIMPSON, DIV. ENGR.

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

JUN 8 - 1970

I-5-2(67)59
7561

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
JUN 5 1970
DESIGN DIVISION

June 3, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97310

Re: Jumpoff Joe Cr.-Grants Pass
Pacific Highway
Project No. I-5-2(67)59

F. B. LABOE

Dear Mr. Simpson:

The comments made in Mr. Riedl's letter of May 6th on the subject section have been reviewed by our Design Section and are answered in order of listing as follows:

1. The plans now show the typical base design for the stations that were listed.
2. For the low volume of traffic and low speeds on the leg in the southwest quadrant of Jump Off Joe Interchange, we feel the extra cost of flat slopes to eliminate 412.5 feet of guard rail is not justified.
3. Elevations of the existing coaxial cable within the Manzanita Rest Area indicate it will not be disturbed by grading work.
4. The requirement to removing and replacing median barrier during the same day has not caused a problem with previous contracts. It is our belief that a gap left in the guard rail over night could cause a serious accident.
5. The utility people have been told to adjust the pole within the Louse Creek Interchange.
6. The base design requirements for quantities of AC pavement is being reviewed. This will be discussed in a separate letter at a later date.

Very truly yours,

D. J. BARBEE
Design Engineer
By Frank L. Hall
FRANK L. HALL
Assistant Design Engineer

RECEIVED
JUN 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FLH/bdr

STATE COPY Klabo

FORM PR-33
(REV. 7-67)

CC:
OSHD
Region

INSPECTION REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

RECEIVED
MAY 15
CONSTRUCTION
DIVISION

DIVISION Oregon

REGION NO. 8

REPORT ON Plan-in-hand Inspection

PROJECT NO. I-5-2(67)59

DATE OF INSPECTION 5-6-70

INSPECTION MADE BY P. V. Riedl, Area Engineer

IN COMPANY WITH A. Chapman, Res Engr, OSHD; R. E. Hollis, Hwy Engr Trainee, BPR

REMARKS

JUMPOFF JOE CR.-GRANTS PASS SECTION
PACIFIC HIGHWAY
Grading, Paving, Guardrail, and Structure

A plan-in-hand inspection was made on the subject project section to review and discuss the proposed work. The following observations were made:

1. The plans do not show the typical base design on the following sections:

   Sta 800+77 to Sta 802+77
   802+77 to 805+46 (structure)
   805+46 to 807+46
   1030+35 to 1032+35
   1032+35 to 1034+54 (structure)
   1034+54 to 1036+54
   1201+57 to 1203+67.50
   1203+67.50 to 1205+55.15 (structure)

2. In the southwest quadrant of Jumpoff Joe Interchange, it is believed that the 412.5' of guardrail can be eliminated by flattening the slopes.

3. Within the Manzanita Rest Area (Northbound) the finish grade cut appears that it might disturb the existing coaxial cable.

4. There is some uncertainty in the timing and coordination of removing and replacing a median barrier during the same day.

5. There exists a utility pole within Louse Creek Interchange which must be adjusted.

6. It appears that the allowable quantity of AC (approximately 43,000 tons) for leveling ~~and patching~~ could be reduced to obtain the desired results.

7. The location and the hydraulic data for the proposed bridge at Louse Creek were reviewed and found to adequately justify the proposed structure.

5/18/70
Copies to
Keany
Chapman
Barker
Litchfield
Fw

Routing
1
2 Hall
A. Olson
Sample
Terpin Copy
Copy
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
MAY 19
DESIGN
DIVISION

RECEIVED
MAY

U.S. GOVERNMENT PRINTING OFFICE: 1969-814-889

EDITION OF 1-65 MAY BE USED.

JUMPOFF JOE CREEK-GRANTS PASS SECTION
PACIFIC HIGHWAY
JOSEPHINE COUNTY
MAY 1970

MEMORANDUM TO THE FILES

Subject: Louse Creek Bridge
"A_2" Line
Hydraulics Report

Information concerning high water on Louse Creek has been established solely from interviews with residents and Highway Division personnel in the area. Published flood records are not available for this creek, and the information that has been gathered represents a twenty-year period with the highest observed discharges occurring in 1955 and 1964.

Louse Creek rose to an elevation of approximately 1,145.4 in 1964 at the existing frontage road bridge where the high water covered the lower one foot of the upstream bridge beams. This high water also covered portions of the "C" leg under the freeway immediately west of this bridge because of backwater produced from Louse Creek. Flood conditions similar to those of 1955 and 1964 will produce an identical situation in the vicinity of the new structure with high water reaching an approximate elevation of 1,144 at the upstream face of the new bridge. A profile revision on the "C" line has raised the grade two feet at the intersection of the "A_2" line east of the freeway. This revision will keep the intersection above water; the bridge beams--depending on the bridge design selected--may or may not be out of water.

The stream gradient is about 1% through this reach of Louse Creek with the water flowing in a straight riprapped channel. Debris has posed a problem in the past; the existing frontage road bridge--a three-span structure with the center span bridging the channel--did not have trouble with debris, while the two-span bridge 1,200 feet downstream with a bent in the center of the channel became partially plugged with debris during the 1964 high water, causing the creek to flood the bridge and roadway. It is suggested that a structure be used that will at least clear-span the main channel, and that the profile of the "A_2" line should reflect an ascending grade to the north from its junction with the "C" line to keep the bridge elevation as high as possible.

W. H. Tebeau
Preliminary Studies Engineer

By Richard L. Lenz

Richard L. Lenz
Hydraulics Engineer

JHA:ia

Jump Off Joe Cr.-Grants Pass Section
Pacific Hwy.
Josephine Co.
Prefix: 617-1982.

Louse Cr. Bridge (Ac Line)

HYDRAULIC DATA		
	Design Flood	Max. Flood yr. (1955 1964)
Discharge-c.f.s.	7670	7670
Frequency-yrs.	Note *	Note *
H.W. Elevation Natural Channel	$1143^{\underline{8}}$	$1143^{\underline{8}}$
H.W. Elevation Channel Change	—	—
Velocity-f.p.s.	14-15	14-15

NOTE FOR CANALS:

"Design Flood" = Design Flow

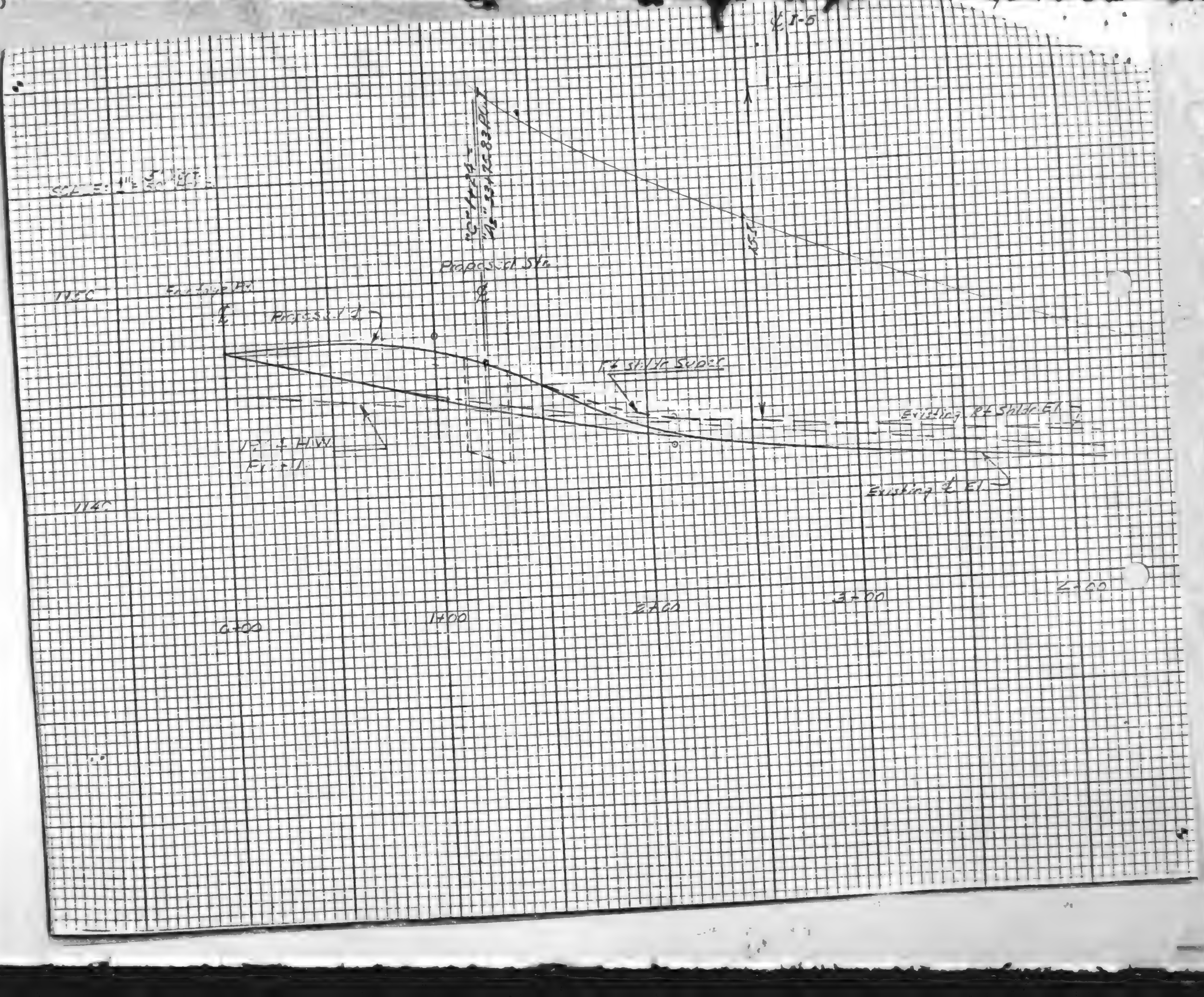
"Discharge" = Capacity

NOTE: Standard hydraulics methods for determining flood frequency indicate this discharge to be in excess of 100 years.

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

APPROVED:
BRIDGE ENGINEER

DATE
BRIDGE NO.
DESIGNED
DRAWN
DRAWING NO.


SCALE = 1" = 5' VERT. 50' HOR.
"C" 14+24 =
"A" 33+72.83 P.O.T.
℄ I-5
155'
Proposed Sta.
℄
1150
Existing Pt.
℄
Proposed ℄
Rt. Shldr. Super.
Existing Rt. Shldr. El.
Rt. & H.W. Prof.
Existing ℄ El.
1140
0+00
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3+00
4+00

FORM E-30 (REV. 10-69)

Routing
Morgan
Decker
Boehme
Johnsen

RECEIVED
MAY 6 1970
CONSTRUCTION
DIVISION

Pease E
Swan
Glenn
Litchfield ✓
Gallagher
Stein

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 5, 1970

SUBJECT: Jumpoff Joe Cr.-Grants Pass Sec.
(Pacific Highway)
Josephine County

To: MEMO TO THE FILES

On Friday May 1, 1970 I phoned Millard Jones, Engineer for Pacific Northwest Bell, Medford, and asked him to contact appropriate company officials and meet with me at the northbound Manzanita Rest Area at 1:00 P.M. Monday May 4 for a "plans in Hand" inspection.

This meeting was held at the appointed time. Those in attendance were as follows:

A. W. Brugger	Pacific Northwest Bell
J. C. Williams	" " "
Millard Jones	" " "
Ken Kelley	" " "
Paul Rodgers	" " "
W. R. Smalley	Oregon State Highway Division
John E. Holcomb	" " " "

On October 17, 1969 I met with Millard Jones, and Ken Kelley to discuss the proposed expansion of the Manzanita Rest Area and go over the possible coaxial cable location. Also on that date, in a conference phone conversation between T. W. Litchfield, E. A. Meola and myself, it was indicated by Meola that the parking area on what is now the "RZ" line would be an embankment area. (See "Utilities Location Report" dated October 21, 1969).

In reviewing preliminary plans this date, it appears that there will be up to 7 ft. of cut to subgrade in the vicinity of Station R^2 58+00. This then tapers to lesser cuts throughout the proposed parking area.

Informed Cartwright that grade would remain as is. B.

Routing
Corbee B
Hall
A. Olson
Sample
Terpin
Swenson

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MAY 6 1970
DESIGN
DIVISION

Trout
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R. Olson
Carstensen

SP 33479-734

In discussing this situation, the PNB people felt that it would be possible to lower the existing cable in place. However, as this cable was plowed in as opposed to trenching, it will be necessary to use extreme caution. The danger lies mainly in the fact that the cable is now bedded in native material which is very rocky and these rocks have sharp corners and edges. It then becomes quite easy for a backhoe to drift a sharp rock into the cable, pinching a message tube.

It should be pointed out that this is the same coaxial cable we had so much conflict with in 1965 and 6 during construction of the Canyonville to Azalea sections. At that time, the State's share of costs for adjusting this cable exceeded $300,000. About $150,000 was from planned relocations and the other $150,000 was from outages and relocations caused by slides and other unforeseen trouble spots.

Construction of the subject project appears to come into conflict with the cable in four locations. They are as follows:

> Sheet 10A, Station S^1 & S^2 50+55. Lower cable in place. Extend 2 existing 3½" I.D. black steel conduits from edge of S.B. lanes to ditch line of S^2 line. Caution should be taken to avoid conflict with splice pit located 15 ft. westerly of existing fence.
>
> Sheet 10A, Station R^2 50+58. Lower cable in place. Extend 2 existing 3½" I.D. black steel conduits from edge of N.B. lanes to R^2 ditch line.
>
> Sheet 10B, Station R^2 56+30 - R^2 64+00. Lower cable in place. Place existing cable in 6" conduit. Install second adjacent 6" conduit. Construct concrete telephone manhole at existing splice pit.

Sheet 10B, Station F^2 63+00. Place existing cable in 6" conduit under frontage road. Install second adjacent conduit.

It should be noted that in all cases where the existing cable is to be placed in conduit, the conduit will have to be a split duct because the existing cable cannot be cut and must be kept operational at all times. It is feasible that outage charges on this cable could run to $1,000 per minute.

PNB intends to perform this adjustment on a contract basis. Therefore, it is imperative that any correction or changes in our plans be expedited so as to allow as much time as possible for them to submit their estimate and sketch, for the State and BPR to check and approve the estimate and sketch, and for PNB to advertise and award a contract for the adjustment.

Past practices of the BPR is not to allow the State to award its contract until all utility estimates are approved. Therefore, it becomes almost mandatory that basic agreements on this matter be consummated as soon as possible if we are to make the presently scheduled June 4 letting date.

I suggest that the possibility of raising the grade of R^2 parking area be given serious consideration. This would ease lowering requirements in that area, which appears to be the heaviest part of the entire adjustment.

A windshield estimate for the entire adjustment is $10,000. I have not yet determined the breakdown between reimbursable and nonreimbursable work, but at first glance, it would appear that most or all of this work is reimbursable.

John E Holcomb
JOHN E. HOLCOMB
Field Utilities Liaison Engr.

JEH/cw
cc C. T. Keasey
T. W. Litchfield
A. L. Chapman

cc: D.J. Burbee 5-6-70

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 5, 1970

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM for D.K. Hoover
R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-2(67)59
Jumpoff Joe Creek-Grants Pass Section
Pacific Highway
Josephine County

1 B
2 H
Olson
Temple
3 Terp'n T.
Swenson

RECEIVED
Klaboe
DESIGN
DIVISION

Trout T
Wilh
Hackleman
Scott
R. Olson
Carstensen

Reference is made to Mr. Klaboe's April 28 letter requesting our concurrence in lowering the approach grades to accommodate the planned asphalt pavement overlay at the Jumpoff Joe Creek, Louse Creek, and Scoville Road Structures, rather than raising the structures to meet the new grade of the overlay. The letter also recommended that a 2-inch overlay be placed on the Jumpoff Joe Creek Structure and the existing overlay on Louse Creek and Scoville Road Structures be removed and replaced. The analysis indicates a substantial savings in lowering the grade as compared to raising the structures.

Based on this analysis, and the fact that the structures would not accommodate any additional weight of pavement, the proposal recommended in Mr. Klaboe's letter for construction of the overlay is approved.

5-6-7

ERRED TO
Barber

copies to Morgan
Young

RECEIVED
MAY 6
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

TRANSACTION NUMBERS 5-11 TO 5-14

FORM PR-43
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 5-5-70
BY (Signature): MR. YOUNG'S APRIL 28, 1970 LETTER
TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 610 THRU 613

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
610	I-5-1(72)36	7.47	1,250,000	1,153,000	ROCK POINT - SEVEN OAKS	GRADE, DRAIN, HIGH TYPE PAVEMENT & MINOR SAFETY
611	I-5-2(67)59	9.08	1,895,000	1,747,000	JUMPOFF JOE CREEK-GRANTS PASS SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT, STRUCTURES, MINOR SAFETY WORK & REST AREA EXPANSION
612	I-80N-4(21)122	15.98	3,167,000	931,700 (2,157,000 - CORPS OF ENGRS.	QUINTON-ARLINGTON	GRADE, DRAIN, HIGH TYPE PAVEMENT, MINOR SAFETY WORK, CONSTRUCT SCENIC OVERLOOK AREA & ILLUMINATION.
613	I-80N-5(38)146	2.37	391,600	271,000 (97,700 CORPS OF ENGINEERS)	WILLOW CREEK SECT.	HIGH TYPE PAVEMENT - MINOR SAFETY WORK & ADJUST STRUCTURE.

5-5-70

REMARKS (Division)

ON ITEMS 610 AND 611 THE DEPTH OF PAVEMENT OVERLAY ELIGIBLE FOR PARTICIPATION WITH INTERSTATE FUNDS IS LIMITED TO THREE (3) INCHES.

ITEMS 612 AND 613 ARE PROJECTS JOINTLY FINANCED WITH STATE, FEDERAL AID AND U. S. CORPS OF ENGINEER FUNDS.

I-5-2(67)5
7551

Young
5-7-70

RECEIVED
MAY 7 1970

RECEIVED
MAY 8 - 1970

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		5-5-70	R. E. SIMPSON, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-934

RECEIVED
APR 29 1970
FOR FILING

I-5-2(67)59
7561

April 28, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Simpson:

A four-inch pavement overlay and safety project is being planned for the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway in Josephine County.

There are three bridges on the project, overcrossings of Jumpoff Joe Creek, Louse Creek and Scoville Road. It will be necessary either to raise the structures or excavate and replace the surfacing at the ends of the structures. Our estimate of cost for raising the structures is:

Jumpoff Joe Creek	$184,000
Louse Creek	$132,000

Scoville Road Overcrossing meets P.C.C. pavement at one end and A.C. pavement at the other end with an A.C. overlay on the deck. For this reason, we feel it should not be raised. Our estimate for cost for removing and replacing the surfacing to meet the structures is:

Jumpoff Joe Creek	$49,000
Louse Creek	$49,000
Scoville Road	$25,000

It is recommended that a two-inch overlay be placed on the Jumpoff Joe Creek structure since the deck is somewhat rough. The existing overlay on the Louse Creek and Scoville Road structures is in poor condition and should be removed and replaced. We recommend that this be done.

By placing a two-inch overlay on the structures, it will be necessary to adjust the profile grade at the structure end by two inches. In the case of the Jumpoff Joe Creek and Louse Creek structures, this can be accomplished in the relatively short distance of 200 feet since they are in the bottom of a sag vertical. Scoville Road Overcrossing is on a long grade but it is felt a two-inch taper in 200 feet would not present an undesirable dip in the profile.

We recommend that in view of the extreme difference of cost, the surfacing at the ends of the structures be removed and replaced.

Enclosed are copies of our computation of these costs. We ask your approval of our recommended method of construction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosures

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee
L. H. Young
F. D. Morgan
C. T. Keasey

FET:bdr sr

"Match Extg. Br. Gr.
With "18" of Surfacing

Plan #1

Twin Bridges #8094
M.P. 252.94

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section Jumpoff Joe - Grants Pass Unit "Jumpoff Joe Cr." Bridges
Highway Pacific County Josephine Prefix _____
Length _____ Designer _____ Draftsman _____ Date 4-14-70
Signed McGill Title _____

Costs do not include 2" overlay on Exstg. Br., drainage, Guard Rail, Emb. in place, Tr. Exc. ... etc. as these will be the same as for plan #2.

Grading & Drainage		$ 3739
Surfacing		$ 41,970
Extra Work		
Temp. Prot. & Direct. of Traffic (1.5% x total work)	$ 630	
Total Extra Work		$ 630
TOTAL		$ 42,600
+ ~~20%~~ 15% Engineering and Contingencies		$ 6390
Structures		
	$ —	
Total Structures		$ —
Right of Way		$ —
Total Estimated Cost		$ 48,990

*Match Exstg. Br. Gr. Plan #1
W/ th. 18" of surfacing

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section Jumpoff Joe - Grants Pass Unit "Jumpoff Joe Cr." Bridges
Highway Pacific County Josephine Prefix ______
Length ______ Designer ______ Draftsman ______ Date 1-11-70

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Gen. Exc.	C.Y.	1951.	195	2146	1.25	2683
Pav'mt Removal	sta.	8	.8	8.8	120.00	1056
Asph. Conc. (Class "B" Mix)	Ton	3472	347	3819	4.62	17,644
Asph. Cem. in Mix	Ton	226	23	249	38.50	9587
Aggregate (shape shlds.)	Ton	1008	101	1109	2.47	2739
Barricade						12,000
						# 45,709

Total ______

~~Extg. Bridge~~
With 4" Overlay
Raise Structure

Plan # 2

Twin Bridges #1 8094
M.P. 252.94

ÖREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section Jumpoff Joe - Grants Pass Unit "Jumpoff Joe Cr." Bridges
County Josephine Prefix ______
Highway Pacific Date 4-14-70
Draftsman ______
Length ______ Designer ______ Title ______
Signed McGill

$ ______

Grading & Drainage $ 9861

Surfacing

Extra Work

Costs do not include, 2" overlay on Extg. Bri. drainage, Guard Rail, Emb. in place, Tr. Exc. - etc. as these will be the same as for Plan #1.

Temp. Prot. & Direct. of Traffic $ 2248
(1.25% x Total work) ?
($9861 + $179,000)

$ 2248

Total Extra Work $ 12,109

TOTAL $ 1816

~~+20%~~ 15% Engineering and Contingencies

Structures

Raise Structure $ 136,000 (From Br. Dept.)
+25% E. & C. 34,000

$ 170,000

Total Structures $ ______

Right of Way $ 183,925

Total Estimated Cost

Widen Exist. Br. Grin
With 4" Overlay

Plan # 2

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Jumpoff Joe - Grants Pass Unit "Jumpoff Joe Cr." Bridges
County Josephine Prefix ____
Highway Pacific Date 1-14-70
Draftsman ____
Length ____ Designer ____

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Asph. Conc. (Class "B" Mix)	Ton	811	82	893	4^{62}	4126
Asph. Cem. in Mix	Ton	53	5	58	38^{50}	2233
Aggregate (shld. & shaping)	Ton	1289	129	1418	2^{47}	3502
						9861

Total ____

Match Extg. Br. Gr. with 18" of Surfacing

Plan #1

Twin Bridges #8018
M.P. 257.23

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Jumpoff Joe - Grants Pass Unit "Louse Cr." Bridges
Highway Pacific County Josephine Prefix ____
Length ____ Designer ____ Draftsman ____ Date 1-14-70
Signed McGill Title ____

Costs do not include, 2" overlay on Extg. Br., drainage, Guard Rail, Emb. in place, Tr. Exc. ... etc. as these will be the same as for plan #2.

Grading & Drainage		$ 3739
Surfacing		$ 41,970
Extra Work		
Temp. Prot. & Direct. of Traffic (0.5% of total work)	$	
Total Extra Work		$ 630
TOTAL		$ 42,600
+ ~~20%~~ 15% Engineering and Contingencies		$ 6390
Structures		
	$	
Total Structures		$ —
Right of Way		$ —
Total Estimated Cost		$ 48,990

[illegible]

2 sh. 1.5" of Surfacing

Plan #1

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section Jumpoff Joe - Grants Pass
Unit "Louse Cr." Bridges
Highway Pacific
County Josephine
Prefix ______
Length ______ Designer ______
Draftsman ______
Date 4-14-70

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Gen. Exc.	C.Y.	1951	195	2146	1.25	2683
Pavement Removal	Sta.	8	.8	8.8	120.00	1056
Asph. Conc. (Class "B" Mix	Ton	3472	347	3819	4.62	17,644
Asph. Cem. in Mix	Ton	226	23	249	38.50	9587
Aggregate (reshape shldrs.)	Ton	1008	101	1109	2.47	2739
Barricade						12,000
						$45,709

Total ______

~~[illegible] Br. Gr.~~

With 4" Overlay

Raise Structure

Plan #2.

Twin Bridges #8018
M.P. 257.23

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Jumpoff Joe - Grants Pass Unit "Louse Cr." Bridges Prefix ____
Highway Pacific County Josephine Date 1-14-70
Length ____ Designer ____ Draftsman ____
Signed McGill Title ____

Costs do not include, 2" overlay on Extg. Br., drainage, Guard Rail, Emb. in place, Traffic ... etc. as these will be the same as for plan #1.

Grading & Drainage		$ —
Surfacing		$ 11,062
Extra Work		
Temp. Prot. & Direc. of Traffic (1.25% x total work) ($11,062 + $117,500)	$ 1607	
Total Extra Work		$ 1607
TOTAL		$ 12,669
+ ~~20%~~ 15% Engineering and Contingencies		$ 1900
Structures		
Raise Structure	$ 94,000 (From Br. Dept.)	
+25% E. & C.	23,500	
Total Structures		$ 117,500
Right of Way		$ —
Total Estimated Cost		$ 132,069

"Match Extg. Br. Grd
"Without" Overlay

Plan #2

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section Jumpoff Joe - Grants Pass
Unit "Louse Cr." Bridges
Prefix ______
County Josephine
Highway Pacific
Date 4-14-70
Draftsman ______
Length ______ Designer ______

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Asph. Conc. (Class "B" Mix)	Ton	811	81	892	4^{62}	4121
Asph. Cem. in Mix	Ton	53	5	58	38^{50}	2233
Aggregate (Shld. & Shaping)	Ton	1733	173	1906	2^{47}	4708
						11,062

Total ______

4-28-70

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61) 4-28-70	FEDERAL-A
DATE SUBMITTED TO W.O.		

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-5 1 Mi. N. Grants Pass N. 9.08 Mi. 21 65	**ADT**	PRESENT 9,100	FUTURE 16,900 (66)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., High-Type Pave., 1 Br. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	P

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME
	NAME OF URBAN AREA 17-31	ROUTE NO. I FEDER

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	ESTIMATED PRO FEDERAL F
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-5 1 Mi. N. of Grants Pass-N. 9.08 Mi.			
5					**ROW**					
5					**CONST** (CODE) Safety 6203		(Jumpoff Joe Cr.-Grants Pass Sec.)	9.08	830,000 1,065,000	765, 982,

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	9.08	1,895,000	1,747,
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Additional Data: Items I-60 and I-4
Information for 37B; on R/W-1; R/W-F

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

NT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
100	16,900 (66) (70)	90 (71) (72)	08	Oregon	35 (2) (3)	042 (4) (9)	611 (14) (18)

PROJECT NUMBER — I. Projects Only

AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER (S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(71)	(72) (73)	(74) (75)	14 I- 23	7 5-2	(67) 13	59 (24) (26)	27

COUNTY NAME	Josephine
CODE	033 (14) (16)

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5 (32)	1 (36)	(37) I-5 (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

D	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
(66)	(67) (76)		
000	765,000	65,000	
000	982,000	83,000	
000	1,747,000	148,000	
(23)	(24) (33)		

CHARACTER OF PROPOSED WORK
(Full description)

Gr., dr., 4-12' lanes H.T. pave. with 10'R & 6'L shldrs. Install and revise guardrail, flatten slopes, revise median, sign. and rest area expan. except sanitary facilities. 1 Br., (length 92', H.C.26') NB on ramp Louse Cr. Interchange.
ROW-Normal 300';
Access Control-Full;
Park. Restrictions-Complete.

REMARKS

Items I-60 and I-499, Project Nos. I-5-2(13)62 and I-5-2(57)59. Rest Area 37B; on R/W-1; R/W-F; Sanitary Facility-Y.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

JUMPOFF JOE CR.-GRANTS PASS SECTION

Remarks: - Continued

Paving and Rest Area:

Construction of four inches of asphalt concrete for additional pavement structure on the 4-12' lanes and 10' R and 6' L shldrs. Grade, drain and pave the Manzanita Rest Area for additional car and truck parking facilities and grade the necessary area for future construction of type 6 toilet buildings, septic tanks and drain fields.

Safety Improvement:

Consists of grading (embankment-in-place) to ease slopes, installing and adjusting drainage structures, guardrail and median barrier. (Guardrail approach ends are to be flared away from the roadway, tied onto bridge rail at bridge ends and the free standing ends of the guardrail and median barrier are to be anchored to the ground and in the median area buried in median berms. On both guardrail and median barrier installations the post spacing will be decreased from the present spacing and the rail element blocked out from the posts.) Replace or modify existing sign posts to breakaway type. Revision of Louse Cr. Interchange N.B. on and off ramps including const. of one prestressed concrete deck girder bridge, length 92, H.C. 26' over Louse Cr. as part of the N.B. on ramp.

District 8 Council of Government
Paving and Safety, approved April 6, 1970.

State Clearinghouse
Paving and Safety, approved March 17, 1970.

BPR Design Approval
Paving and Safety, approved February 13, 1970.
Manzanita Rest Area, approved by Memorandum of Oct. 23, 1969.

Type Code 6203	$1,065,000
Safety: (Roadway	$ 785,000
(Structure (X081)	45,000

RECEIVED
APR 10 1970
FILING

Rogue Valley Council of Governments

MAILING ADDRESS:
C/O JACKSON COUNTY
PLANNING COMMISSION
COURTHOUSE,
MEDFORD, OREGON 97501

Porter

REFERRED TO
Klabo
BY DEPUTY STATE HIGHWAY ENGINEER

I5-2(49)-9
7561

April 6, 1970

4-10-70
REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Relative to a communication received from the Governor's Executive Department, dated February 25, 1970, the Rogue Valley Council of Governments, on March 23, reviewed the following Highway Division projects scheduled for District Eight:

Jumpoff Joe Creek-Grants Pass Section
Interstate 5

Rock Point-Seven Oaks Section
Interstate 5

Park Street-Tolman Creek Section
Oregon 66

Rogue Valley Highway-Merriman Road
FAS 15-104

It was the unanimous opinion of the Council that these projects conform to, and are consistent with, regional arterial road objectives in District Eight. A copy of the Council's minutes is attached herewith for your reference.

Sincerely yours,

Gary A. Scott
Gary A. Scott
Executive Director

RECEIVED
APR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

GAS:ss

Attachment

cc: Douglas Schroeder, Chairman
Rogue Valley Council of Governments

MINUTES
BOARD OF DIRECTORS
ROGUE VALLEY COUNCIL OF GOVERNMENTS
REGULAR MEETING HELD MARCH 23, 1970

The meeting was called to order by Chairman Douglas Schroeder.

The following roll was taken:

Chairman Douglas Schroeder, Medford
Vice-chairman Robert Manasco, Central Point
Secretary B. Sam Taylor, Water Districts
William Bagley, Irrigation Districts
Wally Brill, Sanitary Authority
Claud Hoover, Fire Districts
Charles McKeen, Ashland
Earl Miller, Jackson County
Lois Yockel, Talent
R. J. Dehut, Grants Pass
Anne James, School Districts

Anne James moved and Sam Taylor seconded that the minutes of the board meetings held February 16 and 23, 1970, be approved as submitted. Motion carried unanimously.

Written Communications

Schroeder read a letter from James P. Rowan, Josephine-Jackson Comprehensive Health Planning Council inviting RVCG to appoint a representative to attend health planning council meetings. Robert Manasco was appointed to serve in this capacity.

Scott presented the following communications:

1) A letter from the Rogue River Rural Fire Protection District stating that Roy A. Milton had been appointed to serve as the district's representative to RVCG.

2) A letter to Robert Logan, Government Relations Division, Salem from John Merril, U. S. Department of Housing and Urban Development, Seattle. The letter acknowledged that RVCG will be recognized by the federal agency as the regional planning body in Jackson and Josephine Counties.

3) A letter from Governor McCall together with a draft document entitled "Goals for a Livable Oregon." The draft includes material related to preliminary state priorities in the areas of human relations, transportation, natural resources, economic development and consumer services, and public safety.

Scott noted that the Governor would like to receive the comments of RVCG on the draft document by April 5. After some discussion by the board it was decided to refer the draft to the government applications and technical advisory committees for review and recommendations.

Financial Report

Scott distributed copies of the monthly financial report and explained the various expenditures. He indicated that during the month of February contributions were received from Josephine County and Grants Pass.

Highway Department Projects Proposed for District Eight

Scott explained that under the Government Applications Review Guidelines established by the state, the council is now the recognized review agency for state and federal projects proposed in District Eight. In keeping with this administrative procedure, four state highway projects have been submitted to the council for review and comment.

Scott introduced Bob Lammert from the State Highway Department, who explained the improvements planned for each project as follows:

Jumpoff Joe Creek - Grants Pass Section, Interstate 5

In order to comply with present federal safety standards for the interstate freeway system, the State Highway Department plans to upgrade portions of I-5 within Jackson and Josephine Counties during 1970. The Jumpoff Joe project which is nine miles in length, consists of preliminary engineering, highway grading and paving, sign relocation and guard rail improvement. Estimated project costs are as follows:

Federal Share	$1,600,000
State Share	140,000
Total	$1,740,000

Rock Point - Seven Oaks Section of Interstate 5

This project is identical in nature to the one preceding, and was also initiated in order to meet federal safety standards for the interstate freeway system. The project covers a seven and one-half mile distance in the vicinity of Gold Hill. Estimated costs for the project are as follows:

Federal Share	$1,140,000
State Share	125,000
Total	$1,265,000

Park Street - Tolman Creek Section of Oregon 66

This project, which has been under consideration by the state and city of Ashland for several years, involves reconstruction of the existing railroad overcrossing on the Green Springs Highway. The present wooden structure is considered to be unsafe because of its narrow width and icing problems during winter months. The project cost is broken down as follows:

Federal Share	$ 825,000
State Share	715,000
Total	$1,540,000

U. S. 99 - Merriman Road Section of Table Rock Road

As part of the federal aid secondary road system in Jackson County, this section of Table Rock Road must be upgraded to meet current safety standards for FAS routes. Provisions are included in this half-mile project for right-of-way acquisition, and roadway and intersection improvement. The cost is as follows:

Federal Share	$120,000
State Share	40,000
Local Share	40,000
Total	$200,000

Scott distributed the report of the Government Applications Review Committee concerning the proposals. The committee found the projects to be both important to the district and consistent with present state and local plans. For these reasons, the committee recommended council endorsement.

During the discussion that followed, Robert Manasco suggested that consideration be given to the possible installation of advance warning signals along U. S. 99 to alert traffic when the Medco crossing signal is red. After further discussion, Miller moved and Taylor seconded that all four projects be favorably recommended by the council. A unanimous roll call vote was recorded.

Committee Reports

Earl Miller, budget committee chairman, presented the proposed council budget for the 1970-71 fiscal year. The individual items comprising the budget are as follows:

General Operational Budget

	1970-71
Agency Personnel	
*Executive Director	$ 4,200
Secretary	3,488
Services & Materials	
Office Supplies	247
Telephone	165
Reproductions & Publications	575
Postage	275
Planning Programs	3,000
Total Budget	$11,950
Income	
Estimated 1969-70 Carryover	850
Estimated 1970-71 Local Contributions	1,900
*Contributed Services	4,200
State Government Grant	5,000
Total Income	$11,950

After discussion by the board, Hoover moved and Manasco seconded to accept the budget as submitted. A unanimous roll call vote was recorded.

Business from Board Members

Anne James requested that Earl Miller send RVCG members a schedule of county budget committee meetings. Miller noted that all budget committee sessions are open to the public and that council members would be more than welcome to attend.

Chairman's Report

Schroeder stated that in the very near future he intends to revise the present standing committee structure of the council to coordinate more closely with state guidelines.

Meeting adjourned.

Respectfully submitted,

B. SAM TAYLOR, SECRETARY

Sandy Starr

by Sandy Starr, Office Secretary

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

Section LOUSE CREEK - N. GRANTS PASS INT. Highway Pacific (FAR 3) County Josephine Prefix 617-1982

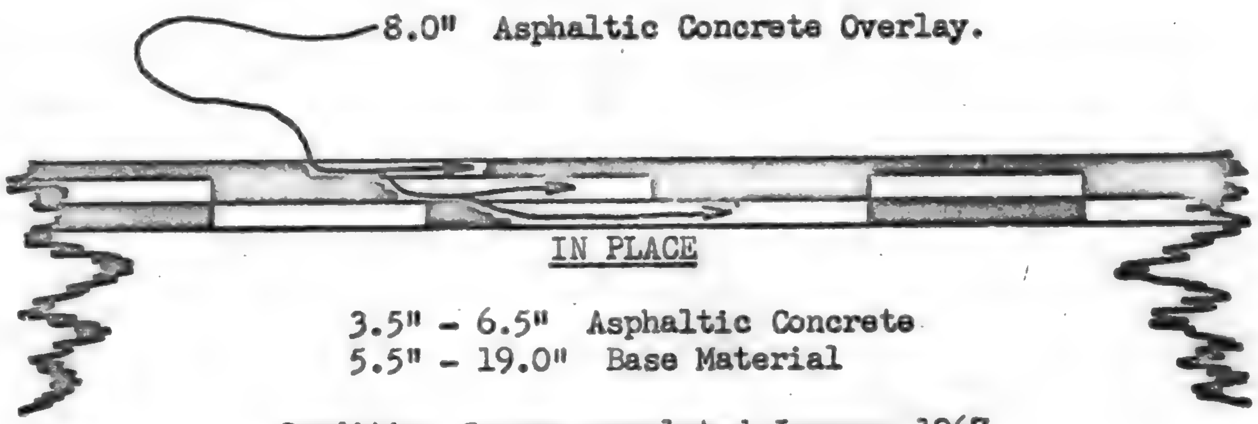
Res. Engr. ____________ Approx. Length 3.0± Miles. Sta. 1061± to Sta. 1197± Date 3-27-70

Mean
Truck A.D.T. 1427 Traffic Coefficient 11.1 18 kip s.a. per day 725.3.

Annual Precipitation 37"± Frost Penetration - - - - .

CBE Total Req.	Credit	Actual Thick.	
OVERLAY			
	16.0	8.0	A.C.
IN PLACE	Average		
3-27-70	7.5	5.0	A.C.
	7.5	9.5	Base
*	31.0	22.5	

(1)
Typical Soil
21 LL
0 PI
98 %P 10
33 %P200
12 %Gravel
26 %C Sand
29 %F Sand
26 %Silt
7 %Clay
8 "R" Value



8.0" Asphaltic Concrete Overlay.

IN PLACE

3.5" - 6.5" Asphaltic Concrete
5.5" - 19.0" Base Material

Condition Survey completed January 1967.

(1)
Silty Sand

AASHO CLASSIFICATION:
A-2-4

MATERIAL SOURCES:
To be determined by the Engineer.

* Overlay recommendations based on deflection measurements.

See Page for remarks.

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

Submitted by ____________ for Staff Assistant

Recommended by ____________ Asst. Engineer of Materials

Recommended by ____________ asst Construction Engineer

Approved by ____________ Asst. State Highway Engineer

SECTION: LOUSE CREEK - N. GRANTS PASS INTERCHANGE
HIGHWAY: Pacific (FAR 3)
COUNTY: Josephine

Traffic Coefficient	A.C. Wearing Surface & Base	P.M.B.B. or C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
"MAINLINE - NEW WORK"							
11.1	18.0"	—	—	—	—	36.0"	18.0"
"OTHER ROADS"							
10.0 - 11.0	4.0"	8.0"	—	12.0"	—	34.5"	24.0"
9.0 - 10.0	4.0"	6.0"	—	12.0"	—	31.0"	22.0"
8.0 - 9.0	3.5"	6.0"	—	9.5"	—	27.5"	19.0"
7.0 - 8.0	3.5"	4.0"	—	10.5"	—	24.5"	18.0"
6.0 - 7.0	3.0"	3.0"	—	9.5"	—	21.0"	15.5"
5.0 - 6.0	2.0"	—	2.0"	12.0"	—	18.0"	16.0"
Cars Only	2.0"	—	2.0"	7.0"	—	13.0"	11.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete W.S. & Base	=	2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8 "	Crushed Base
1.0"	Cement Treated Base	=	1.8 "	Crushed Base
1.0"	Oil Mat	=	1.1 "	Crushed Base
1.0"	Stone Subbase	=	0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	=	0.8 "	Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Louse Creek-N. Grants Pass
HIGHWAY: Pacific
COUNTY: Josephine

5,000 Present ADT (1956)
15 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	115	2.8	322	219	450	98,550
3	125	2.8	350	238	1000	238,000
4	45	2.8	126	86	1250	107,500
5	465	2.8	1302	884	3180	2,811,120
6	---	---	---	---	2570	- - - - -
				1427	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 3,255,170
TWENTY YEAR EWL 65,103,400
TRAFFIC COEFFICIENT 11.1

LOUSE CREEK - N. GRANTS PASS INTER.

Pacific Highway (FAR 3)

Josephine County

"EXISTING ROADWAY"

Four test holes were drilled in the subject section in March, 1967, and twelve additional holes were drilled in December, 1967.

Visual inspection at the time of the condition survey revealed the A.C. Wearing Surface to be in a distressed condition. Alligatored areas were noted, also extensive cracking, rutting was common, with patching throughout the project. The Asphaltic Concrete varied in thickness from 3.5" to 6.5". Additional patching has been placed since the 1967 condition survey, but no depths are available at this time. The base material ranged in depth from 5.5" to 19.0". In general, tests of this material would meet the requirements for a high type stone subbase. The 18" of Selected Subgrade Material (Decomposed Granite) has broken down to sizes that retain moisture, resulting in a loss of stability. "R" Values for this material are from a low of 3 to a high of 46, with over 50% of the tests being under 10.

In September, 1969, 70 deflection measurements were made on this section, and the following result was obtained:

Average Deflection	0.028
Evaluated (80%) O.W.T.	0.031
Traffic Coefficient	11.1
Twenty Year E.W.L.	65,103,400
Tolerable Deflection	0.0088
Percent Reduction Required	71.6
Crushed Base Equivalent Required	16.5"
Asphaltic Concrete Overlay Required	8.25"

LOUSE CREEK - GRANTS PASS
Pacific Highway (FAR 3)
Josephine County

Station	O.W.T.	I.W.T.
		0.030
S.B. 1190+00		
	0.026	
	0.030	
		0.022
	0.024	
	0.029	
		0.027
	0.023	
	0.023	
	0.022	
		0.029
N.B. 1176+40		
	0.025	
	0.026	
		0.024
	0.032	
	0.024	
	0.024	
		0.027
	0.026	
	0.028	
	0.034	
	0.029	
	0.031	
	0.030	
		0.023
S.B. 1137+00		
	0.026	
	0.018	
		0.024
	0.023	
	0.024	
		0.022
	0.025	
	0.020	
		0.022
		0.028
N.B. 1125+00		
	0.030	
	0.031	
		0.022
	0.032	
	0.025	
		0.022
	0.039	
	0.043	

Station	O.W.T.	I.W.T.
		0.023
N.B. 1125+00 Cont.	0.043	
	0.032	
		0.031
S.B. 1111+00	0.019	
	0.024	
		0.030
	0.035	
	0.031	
		0.031
	0.024	
	0.035	
		0.038
	0.029	
	0.031	
		0.040
	0.027	
		0.022
N.B. 1080+05	0.025	
	0.027	
		0.022
	0.031	
	0.030	
		0.022
	0.026	
	0.022	
		0.025

LOUSE CREEK - NORTH GRANTS PASS INTERCHANGE
Pacific Hwy.
Josephine Co.

																CLASSIFICATION	
Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	AASHO	Textura
1203+57 SB Rt. 13'	1C	0 - 4"	AC	Patched, parallel cracking, rutted in both wheel tracks to 3/8"													
		- 23"	2.0"	70.8	34.7	30.9	16.7	7.1	17	0	44.3	18.8	21.12 0.8	82	3.3	A-1-a	Si.Sa.Gr.
		- 42"	#4	——	100.0	78.8	41.9	19.8	24	1	——	——	——	16	9.0	A-1-b	Gr.[illegible]a.
1203+00 NB Lt. 8'	21	0 - 6½"	AC	Patched													
		- 22"	2.0"	75.5	38.6	28.8	15.2	6.6	17	0	51.8	16.1	19.6 0.9	84	5.1	A-1-a	Si.Sa.Gr.
		- 24"	Clayey Silt			Topsoil black, wet											
		- 36"	1.0"	99.9	97.4	94.9	50.2	19.6	21	0	——	——	——	23	6.4	A-1-b	Sand
1191+41 SB Rt. 3'	2A	0 - 4"	AC	Inside wheel track cracked													
		- 11"	+2.0"	70.2	36.6	26.0	14.1	8.2	20	2	19.0	NSM	24.02 0.9	78	5.6	A-1-a	Si.Sa.Gr.
		- 36"	#4	——	98.7	79.1	41.8	20.5	23	0	20.1	——	——	12	11.0	A-1-b	Gr.Si.Sa.
1190+00 SB Rt. 8'	20	0 - 4½"	AC	Cracked													
		- 11½"	3.0"	71.4	36.8	23.3	13.4	7.5	21	2	29.0	——	19.2 0.8	83	——	A-1-a	Si.Sa.Gr.
		- 18"	1.½"	99.6	97.5	77.8	38.8	18.4	23	2	——	——	——	10	11.6	A-1-b	Gr.Si.Sa.
		- 32"	Similar to above material					No test.									

LOUSE CREEK - NORTH GRANTS PASS INTER.

Page 2

																CLASSIFICATION	
Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	AASHO	Textura
1188+90 NB Lt. 7'	1A	0 - 4½"	AC	Rutted													
		- 11"	+2.0"	52.9	26.9	19.6	11.8	6.9	21	0	18.6	10.1	12.11 0.7	79	5.8	A-1-a	Si.Sa.Gr.
		- 30"	+1.0"	99.2	98.2	91.5	60.2	33.4	25	1	14.8	——	——	5	13.8	A-2-4	Si.S
1177+40 NB Rt. 11'	22	0 - 5"	AC	Patched, alligatored													
		- 12"	3.0"	62.2	33.4	23.2	14.1	8.1	21	2	——	11.8	12.8 0.5	81	5.4	A-1-a	Si.Sa.Gr.
		- 36"	1.0"	99.9	97.4	94.9	50.2	19.6	21	0	——	——	——	23	6.4	A-1-b	Sand
1163+00 SB Lt. 8'	19	0 - 5½"	AC	Cracked													
		- 14½"	3.0"	71.4	36.8	23.3	13.4	7.5	21	2	29.0	——	19.2 0.8	83	——	A-1-a	Si.S r.
		- 28"	#4	——	100.0	85.8	45.6	20.2	25	0	——	——	——	8	10.5	A-1-b	Si.Sa.
1151+00 NB Lt. 9'	23	0 - 4½"	AC														
		- 14"	3.0"	62.2	33.4	23.2	14.1	8.1	21	2	——	11.8	12.8 0.5	81	5.4	A-1-a	Si.Sa.Gr,
		- 36"	1.0"	99.9	97.4	94.9	50.2	19.6	21	0	——	——	——	23	6.4	A-1-b	Sand

LOUSE CREEK - NORTH GRANTS PASS INTER.

Page 3

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	CLASSIFICATION Textural
1137+00 SB Rt. 4'	18	0 - 5½"	AC	Cracked													
		- 15"	3.0"	71.4	36.8	23.3	13.4	7.5	21	2	29.0	——	19.2 0.8	83	——	A-1-a	Si.Sa.Gr.
		- 36"	#4	——	100.0	85.8	45.6	20.2	25	0	——	——	——	8	10.5	A-1-b	Si.S[illegible]
1125+00 NB Lt. 9'	24	0 - 4½"	AC														
		- 14"	3.0"	61.1	29.6	21.0	13.2	7.4	21	1	22.3	10.8	20.7 1.1	85	4.5	A-1-a	Si.Sa.Gr.
		- 36"	1½"	98.9	96.2	77.1	39.9	20.3	23	2	——	——	——	12	8.2	A-1-b	Si.Sa.
1116+23 SB Rt. 9'	2B	0 - 3½"	AC	Cracked, alligatored													
		- 18"	+2.0"	64.1	34.3	24.4	14.0	7.9	22	2	22.1	10.3	11.10 0.7	83	5.3	A-1-a	Si.S[illegible]r.
		- 36"	+#4	——	99.9	92.2	47.0	15.1	24	0	54.2	——	——	46	5.9	A-1-b	Sand
1111+00 SB Lt. 11'	17	0 - 5"	AC	Cracked in right lane													
		- 10½"	3.0"	59.0	29.6	20.5	12.3	6.6	20	0	23.2	10.5	19.6 0.9	81	——	A-1-a	Si.Sa.Gr.
		- 36"	3/4"	100.0	98.3	87.5	61.4	32.7	21	0	——	——	——	8	11.6	A-2-4	Si.Sa.

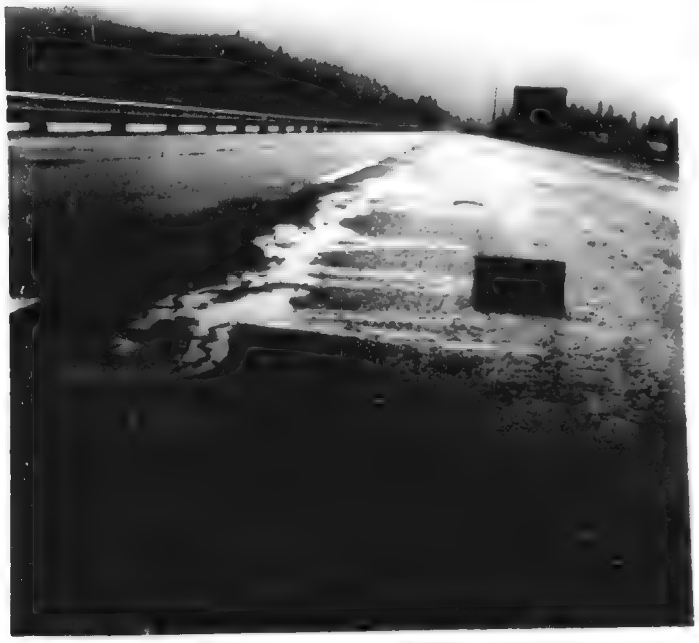
LOUSE CREEK - NORTH GRANTS PASS INTER.

																CLASSIFICATION	
Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	AASHO	Textural
1099+00 NB Rt. 8'	25	0 - 4½"	AC										16.0				
		- 13"	3.0"	58.4	30.0	21.2	14.2	8.4	21	1	22.6	11.0	0.6	81	5.6	A-1-a	Si.Sa.Gr.
		- 24"	1.½"	99.8	97.6	84.3	49.0	21.4	16	0	——	——	——	18	11.3	A-1-b	Si.S
		- 36"	Similar to material from 13" to 24" - undisturbed														
1095+14 NB Lt. 8'	1B	0 - 5"	AC	Cracked, rutted									18.66				
		- 13"	+2.0"	56.4	25.0	17.3	10.4	6.3	22	1	20.1	11.5	0.9	76	6.7	A-1-a	Si.Sa.Gr.
		- 36"	+#4	——	99.6	92.8	59.9	29.9	22	0	13.3	——	——	7	12.5	A-2-4	Si.Sa.
1084+00 SB Rt. 5'	16	0 - 5"	AC	Rutted									19.6				
		- 12"	3.0"	59.0	29.6	20.5	12.3	6.6	20	0	23.2	10.5	0.9	81	——	A-1-a	Si.Sa.Gr.
		- 26"	#4	——	100.0	85.8	45.6	20.2	25	0	——	——	——	8	10.5	A-1-b	Si.Sa.
1073+00 NB Lt. 9'	26	0 - 5½"	AC										16.0				
		- 13"	3.0"	58.4	30.0	21.2	14.2	8.4	21	1	22.6	11.0	0.6	81	5.6	A-1-a	Si.Sa.Gr.
		- 32"	3/4"	100.0	97.6	78.9	42.8	20.1	23	0	——	——	——	3	8.7	A-1-b	Gr.Si.Sa.
		- 36"	Decomposed granite					No sample.									

LOUSE CREEK - NORTH GRANTS PASS INT.

Pacific Hwy.

Josephine Co.



69

D 540

A1 69

[illegible]

N.G.P. INT
Hole #2.SB

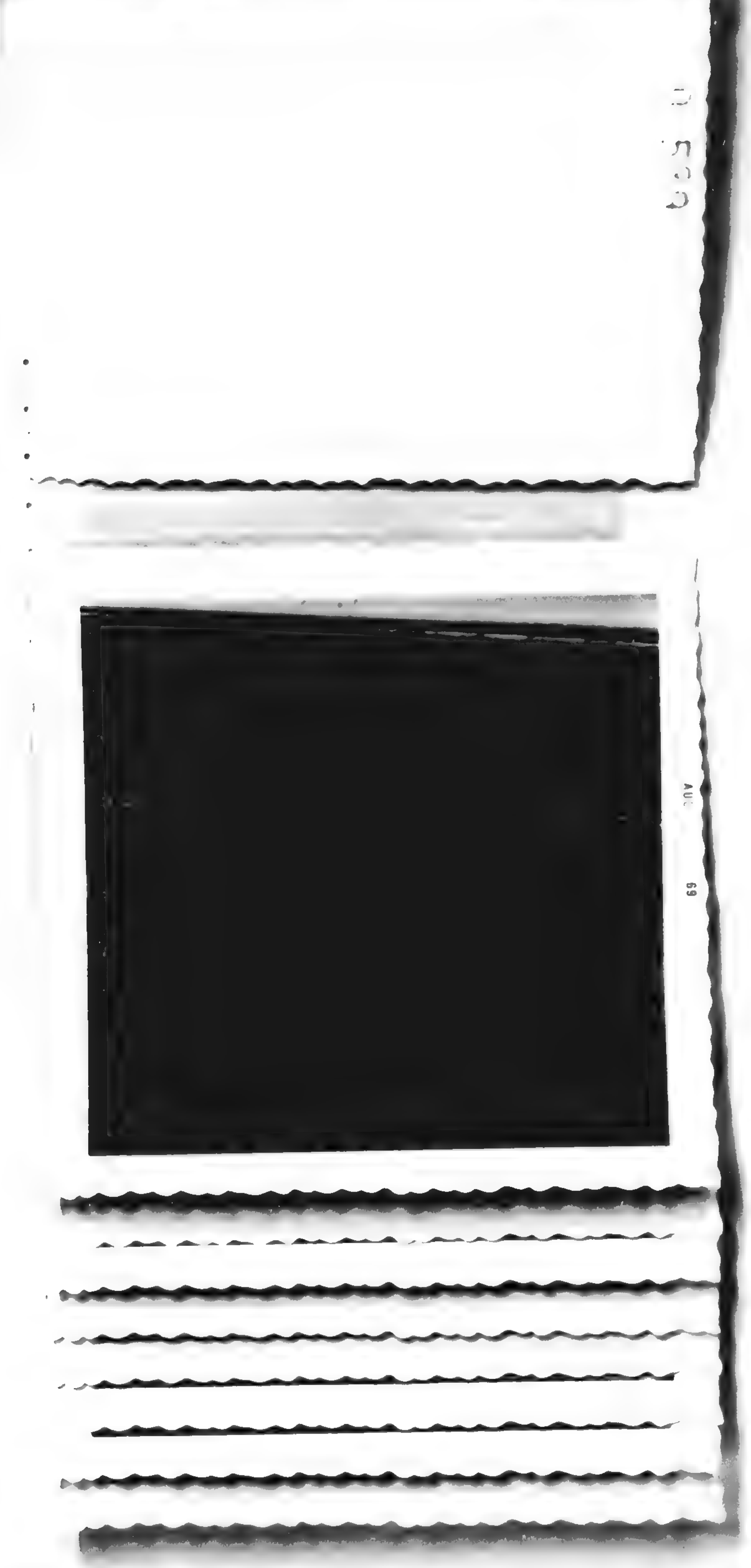
295 0

AUG 89

AUG 60

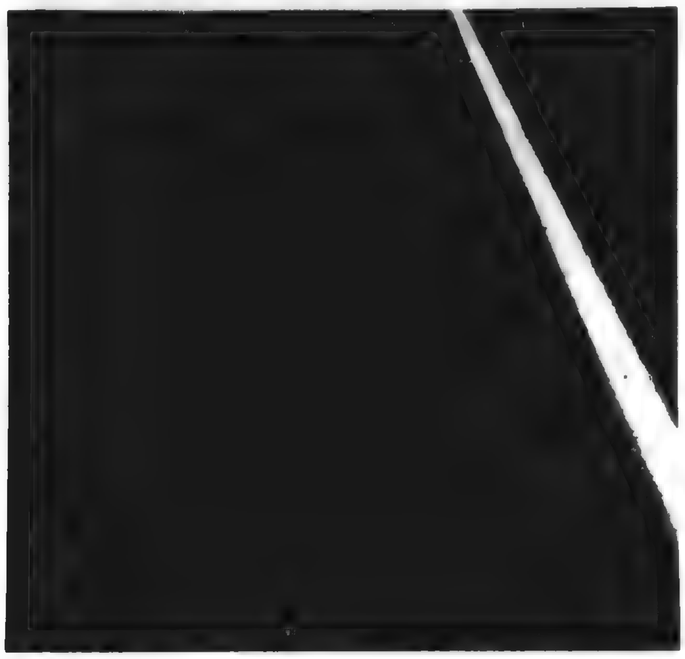
N.G.P. INT
Hole 1 NB

AU
69



AUG 69

AUG 69



AU 69

D 555

AU 69

AU
69

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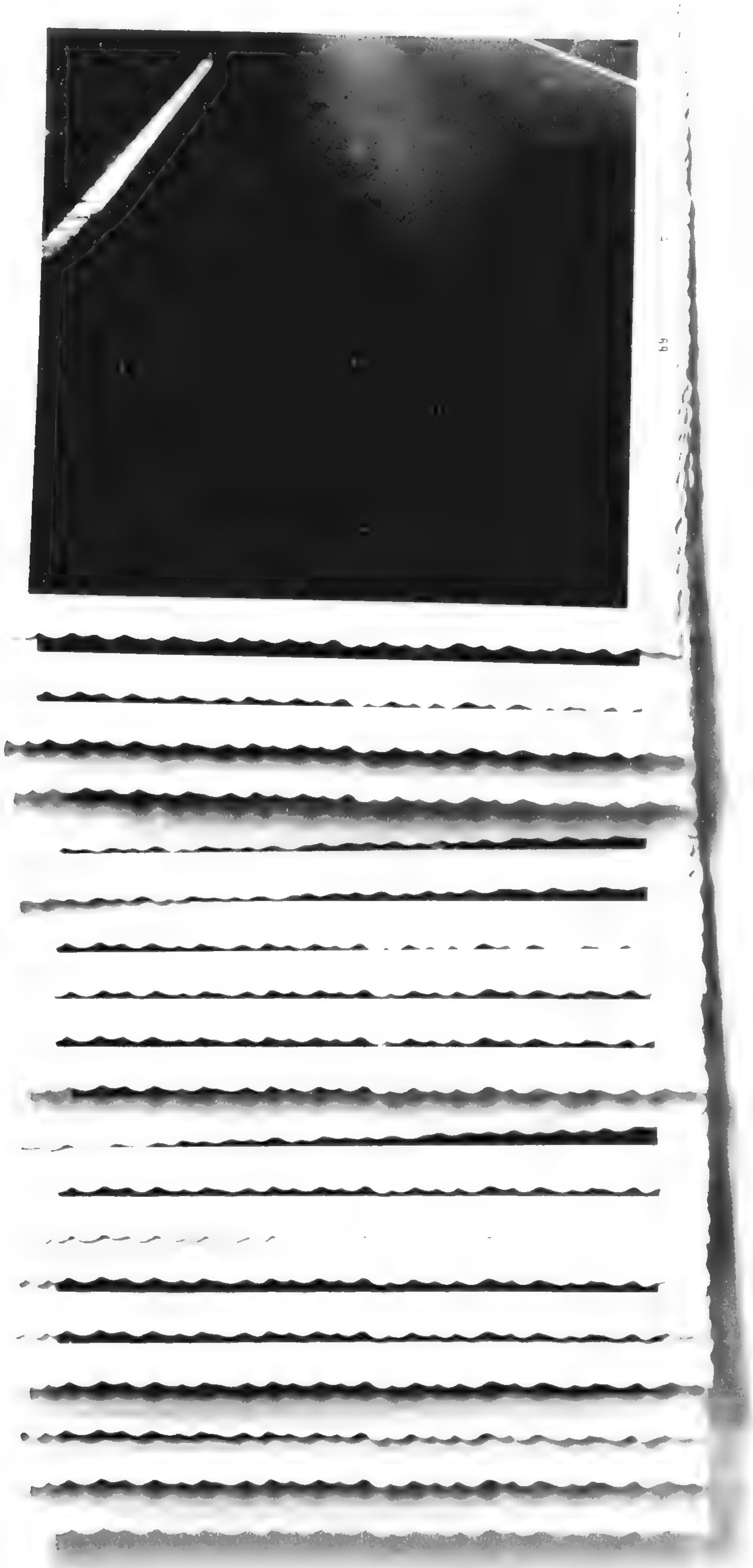
69

D 545

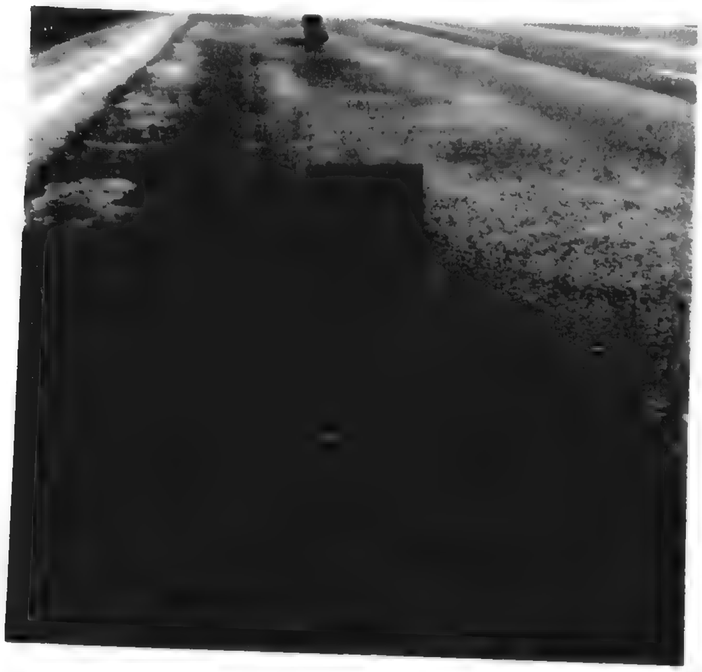
LOUSE CREEK - NORTH GRANTS PASS INT.

Pacific Hwy.

Josephine Co.



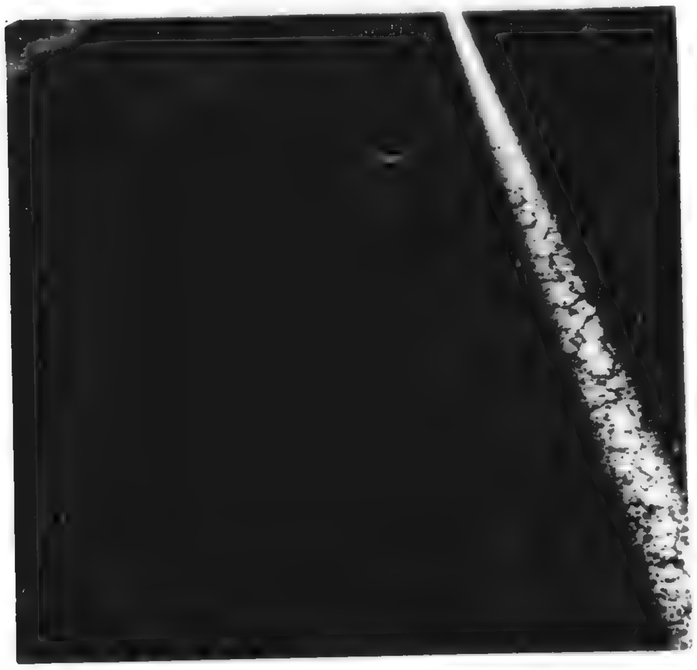
Hole #24
Jumbo Joe
Rg
WB
40
69



AU 89

LOUSE CR
NGPINT
Hole 2 SB

D 572



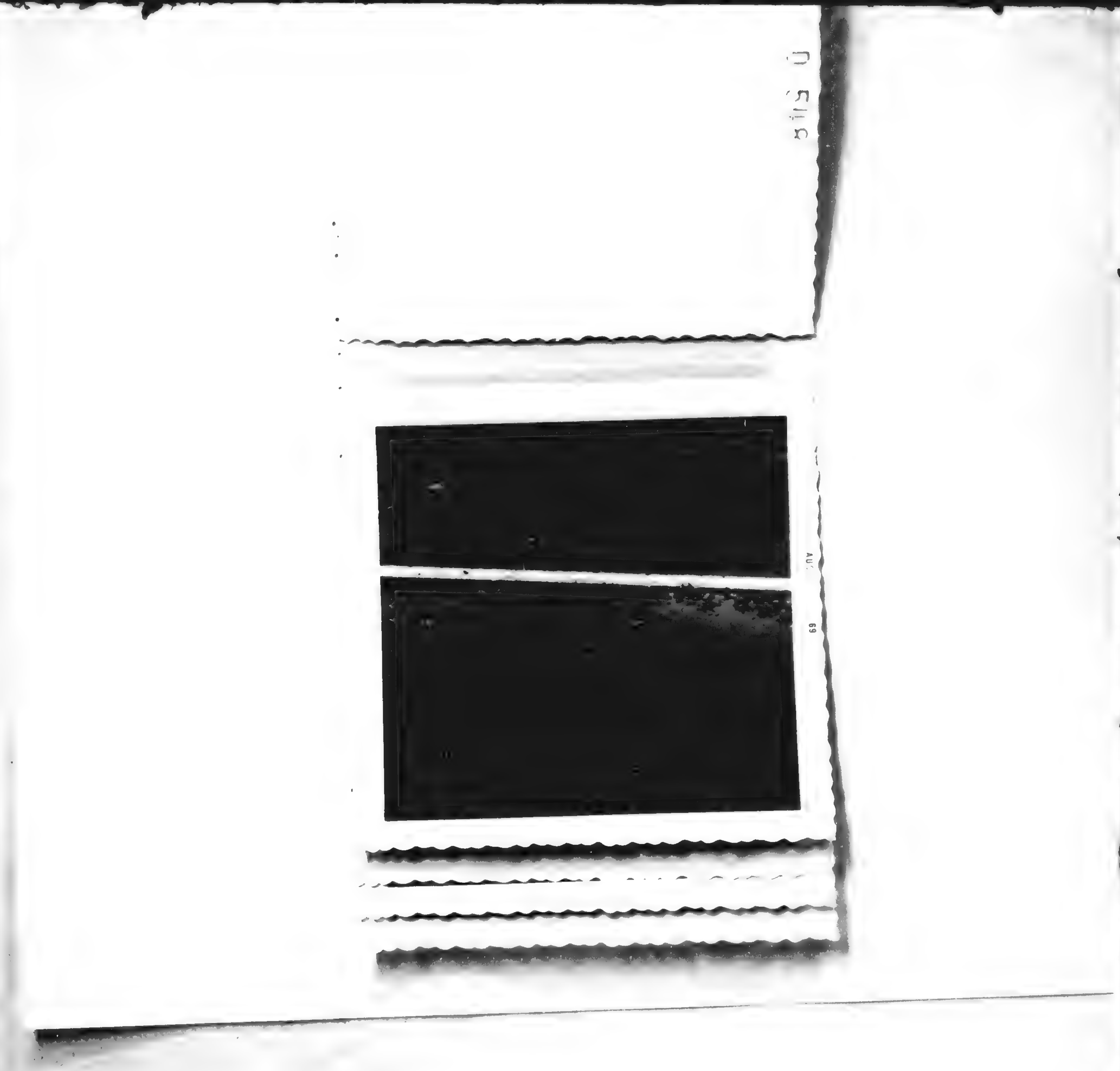
25
Jumpa Joe
Pass
1011

D 56

AUG 68

AU
69

AU
69



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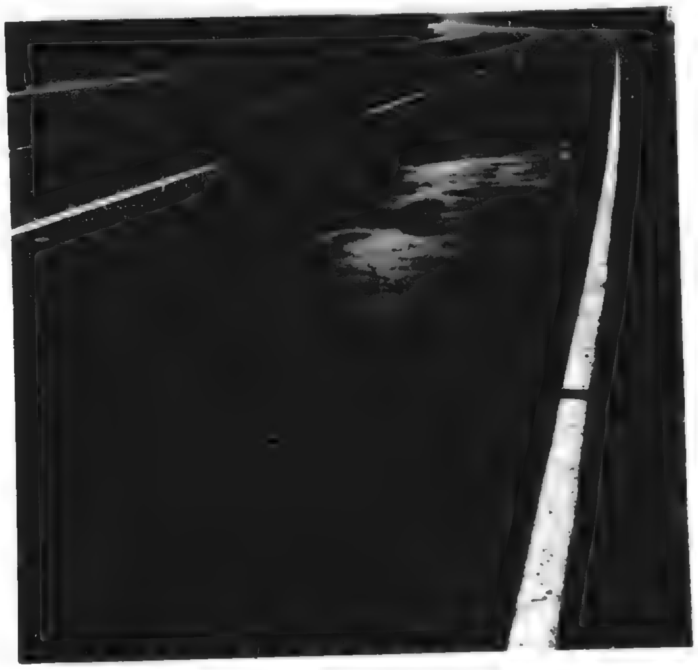


7561 G. Bartlett

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

Section JUMP OFF JOE CREEK - LOUSE CREEK Highway Pacific (FAR 3) County Josephine Prefix 617-1982

Res. Engr. ____________ Approx. Length 6.0 Miles. M.P. 251.84 to M.P. 257.76± Date 3-19-70

Mean

Truck A.D.T. 1320 Traffic Coefficient 11.0 18 kip s.a. per day 688.1.

Annual Precipitation 37"±   Frost Penetration - - - - - .

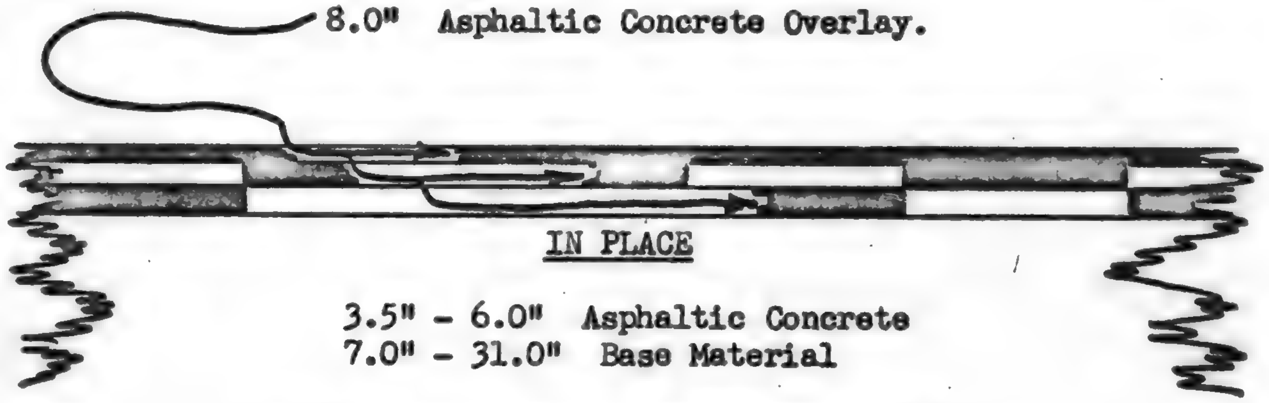
CBE Total Req.	Credit	Actual Thick.	
OVERLAY			
	16.0	8.0	A.C.
IN PLACE	Average		
	7.5	5.0	A.C.
	6.5	13.0	Base
*	30.0	26.0	

3-19-70

(1)
Typical Soil

39	LL
16	PI
67	%P 10
39	%P200
33	%Gravel
13	%C Sand
14	%F Sand
20	%Silt
20	%Clay
8	"R" Value

8.0" Asphaltic Concrete Overlay.



IN PLACE

3.5" - 6.0" Asphaltic Concrete
7.0" - 31.0" Base Material

Condition Survey completed January 1968

(1) Gravelly Sandy Clay

AASHO CLASSIFICATION:
A-6 (3)

MATERIAL SOURCES:
To be determined
by the Engineer.

I-5-2(67)59
7561

* Overlay recommendations based on deflection measurements.

See Page 4 for remarks.

NOTED
F. B. KLABOE

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

Submitted by C. J. Bugg
for Staff Assistant

Recommended by J. E. Wilson Jr.
Asst. Engineer of Materials

Recommended by H. L. Decker
Asst. Construction Engineer

Approved by F B Klaboe
Asst. State Highway Engineer

SECTION: JUMP OFF JOE CREEK-LOUSE CREEK

HIGHWAY: Pacific (FAR 3)

COUNTY: Josephine

Traffic Coefficient	A.C. Wearing Surface & Base	P.M.B.B. or C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
			"MAINLINE - NEW WORK"				
11.0	18.0"	—	—	—	—	36.0"	18.0"
			"OTHER ROADS"				
10.0 - 11.0	4.0"	8.0"	—	12.0"	—	34.5"	24.0"
9.0 - 10.0	4.0"	6.0"	—	12.0"	—	31.0"	22.0"
8.0 - 9.0	3.5"	6.0"	—	9.5"	—	27.5"	19.0"
7.0 - 8.0	3.5"	4.0"	—	10.5"	—	24.5"	18.0"
6.0 - 7.0	3.0"	3.0"	—	9.5"	—	21.0"	15.5"
5.0 - 6.0	2.0"	—	2.0"	12.0"	—	18.0"	16.0"
Cars Only	2.0"	—	2.0"	7.0"	—	13.0"	11.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphaltic Concrete W.S. & Base = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
1.0" Lime Treated Subgrade = 0.8" Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: JUMPOFF JOE - LOUSE CREEK

HIGHWAY: Pacific (FAR 3)

COUNTY: Josephine

3,650 Present ADT (1957)

18 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	95	3.0	285	190	450	85,500
3	100	3.0	300	200	1000	200,000
4	40	3.0	120	80	1250	100,000
5	425	3.0	1275	850	3180	2,703,000
6	---	---	---	---	2570	-----
				1320 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 3,088,500

TWENTY YEAR EWL 61,770,000

TRAFFIC COEFFICIENT 11.0

JUMP OFF JOE CREEK - LOUSE CREEK

Pacific Highway (FAR 3)

Josephine County

"EXISTING ROADWAY"

Three test holes were drilled in the subject section in March, 1967, and twenty-five additional holes were drilled in December, 1967, and January, 1968.

Visual inspection at the time of the condition survey revealed the Asphaltic Concrete wearing surface to be in a distressed condition. Alligatored areas were noted, also extensive cracking, rutting was common, with patching throughout the project. The Asphaltic Concrete varied in thickness from 3.5" to 6.0", and since the completion of the 1968 Condition Survey, intermittant heavy patching has been applied. The base material ranged in depth from 7.0" to 31.0", with no noticeable difference between the thin and thick sections. In general, tests of this material would not meet the requirements for a low type aggregate subbase. Some pumping of the subgrade soil into the base material was evident.

In September, 1969, 142 deflection measurements were made on this project, and the following result was obtained:

Average Deflection	0.022
Evaluated (80%) I.W.T.	0.028
Traffic Coefficient (1957-1977)	11.0
Twenty Year E.W.L.	61,770,000
Tolerable Deflection	0.0088
Percent Reduction Required	68.5
Crushed Base Equivalent Required (Inches)	15.5
Asphaltic Concrete Overlay Required (Inches)	7.75

JUMPOFF JOE - LOUSE CREEK

Pacific Highway (FAR 3)

Josephine County

Mile Point	O.W.T.	I.W.T.
		0.027
Sta. 1043		
	0.025	
	0.027	
		0.027
	0.025	
	0.022	
		0.025
	0.028	
	0.024	
		0.025
		0.014
Sta. 1028+00		
	0.014	
	0.013	
		0.016
	0.015	
	0.015	
		0.014
	0.014	
	0.014	
		0.012
		0.014
Sta. 1021+00		
	0.012	
	0.014	
		0.017
	0.017	
	0.016	
		0.014
	0.014	
	0.011	
		0.016
		0.015
		0.016
Sta. 980+00		
	0.018	
	0.017	
		0.018
	0.014	
	0.015	
		0.014
	0.012	
	0.014	
		0.011

JUMPOFF JOE - LOUSE CREEK

Mile Point	O.W.T.	I.W.T.
		0.022
Sta. 942+00	0.020	
	0.020	
		0.022
	0.020	
	0.022	
		0.019
	0.026	
	0.026	
		0.019
	0.025	
	0.022	
		0.024
Sta. 927+00	0.021	
	0.017	
		0.021
	0.018	
	0.020	
		0.018
	0.021	
	0.026	
		0.023
	0.025	
		0.024
Sta. 890+00	0.026	
	0.028	
		0.023
	0.024	
	0.024	
		0.019
	0.024	
	0.022	
		0.019
		0.030
Sta. 875+00	0.028	
	0.032	
		0.030
	0.028	
		0.030
	0.027	
		0.029
	0.030	
	0.028	
		0.029

Mile Point	O.W.T.	I.W.T.
		0.028
Sta. 864+00		
	0.022	
	0.026	
		0.024
	0.021	
	0.017	
		0.025
	0.023	
	0.022	
		0.020
	0.019	
		0.019
Sta. 812+00		
	0.014	
	0.019	
		0.016
	0.016	
	0.020	
	0.022	
		0.023
	0.024	
	0.026	
		0.023
	0.025	
	0.026	
		0.027
		0.032
		0.033
Sta. 810+50		
	0.029	
	0.027	
		0.027
	0.026	
	0.028	
		0.025
	0.027	
	0.024	
		0.022
		0.024
Sta. 760+00		
	0.028	
	0.030	
		0.024
	0.027	
	0.026	
	0.021	

Continued

Mile Point	O.W.T.	I.W.T.
		0.020
Sta. 760+00 Cont.	0.015	
	0.017	0.015
		0.028
Sta. 745+50	0.028	
	0.030	0.030
	0.025	
	0.026	0.022
	0.017	
	0.016	0.017

JUMP OFF JOE - LOUSE CREEK
Pacific Highway
Josephine County

																CLASSIFICATION	
Station	Hole No.	Depth Inches	Top Size	P¾"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	AASHO	Texture
1058+00 SB Lt. 9'	15	0 - 5½"	AC	Patched													
		- 7½"	Tack and level			No sample											
		- 15"	3"	63.8	31.8	21.7	11.6	6.7	21	1	——	——	14.2 0.8	88	4.3	A-1-a	Si.[illegible]r.
		- 36"	1"	99.7	97.5	78.1	42.0	19.8	22	0	——	——	——	13	9.1	A-1-b	Gr. Si.Sa,
1047+00 NB Rt. 8'	27	0 - 43/4"	AC														
		- 6½"	Tack and level			No sample											
		- 16"	3"	66.3	36.1	23.6	14.4	7.2	31	4	21.6	22.5	18.5 1.6	82	10.2	A-1-a	Si.Sa.Gr.
		- 31"	3/4"	100.0	97.6	78.9	42.8	20.1	23	0	——	——	——	3	8.7	A-1-b	Si.Sa.
		+31"	Granite														
1028+00 SB Rt. 8'	14	0 - 4½"	AC														
		- 8½"	Tack and level			No sample											
		- 22"	3"	60.5	28.3	18.8	11.6	6.0	30	5	——	22.6	18.9 1.3	79	7.4	A-1-a	Si.Sa.Gr,
		- 37"	4"	80.8	71.8	66.6	52.9	38.8	39	16	——	NSM	20.4 2.2	8	19.6	A-6(3)	Gr.Sa.Cl,

JUMP OFF JOE - LOUSE CREEK

Page 2

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATION	
																AASHO	Textura
1021+20 SB Rt. 10'	3	0 - 5"	AC	Patched, cracked along center line													
		- 36"	+2"	69.6	35.5	28.4	16.9	8.0	24	0	23.9	22.7	13.68 1.5	76	5.5	A-1-a	Si.Sa.Gr.
1021+00 NB Lt. 7'	28	0 - 4"	AC														
		- 6"	Tack and level			No sample											
		- 19"	3"	66.3	36.1	23.6	14.4	7.2	31	4	21.6	22.5	18.5 1.6	82	10.2	A-1-a	Si.Sa.Gr.
		- 36"	Compared to: 3/4"	100.0	97.6	78.9	42.8	20.1	23	0	——	——	——	3	——	A-1-b	Si.Sa.
1006+00 SB Lt 5'	13	0 -4"	AC														
		- 5½"	Tack and level			No sample											
		- 9"	2"	80.5	42.7	29.0	16.5	7.4	22	0	30.9	NSM	22.3 3.1	NSM	4.9	A-1-a	Si.Sa.Gr.
		- 17"	3"	67.3	37.1	25.4	15.4	7.9	27	2	——	NSM	16.9 1.3	84	7.2	A-1-a	Si.Sa.Gr.
		- 19"	Compared to: #4	——	100.0	77.1	27.5	5.3	22	0	——	——	NSM	57	——	A-1-b	Sand
		- 25"	Transitional Zone					Too hard			decomposed rock						

JUMP OFF JOE - LOUSE CREEK

Page 3

CLASSIFICATION

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	AASHO	Textural
995+00 NB Rt. 7'	29	0 - 4"	AC														
		- 6"	Tack and level			No sample											
		- 20"	3"	72.2	36.0	20.6	11.7	5.9	28	3	24.7	21.8	20.7 1.5	83	6.3	A-1-a	Si.S r.
		- 36"	#4	——	100.0	81.6	37.4	14.6	21	0	——	——	——	27	6.8	A-1-b	Sand
980+00 SB Rt. 10'	12	0 - 4"	AC														
		- 9"	Tack and level			No sample											
		- 23"	3"	72.9	40.7	25.9	14.0	6.9	25	0	23.5	22.6	18.5 1.4	83	6.9	A-1-a	Si.Sa.Gr.
		- 34"	#4	——	100.0	92.3	59.5	32.1	24	3	——	——	NSM	6	12.9	A-2-4	Si.Sa.
		- 36"	Si.Cl.	Topsoil		2"-0	No sample										
968+00 NB Lt. 9'	30	0 - 5"	AC														
		- 7½"	Tack and level			No sample											
		- 22"	3"	71.9	37.5	21.9	12.1	61	24	1	26.9	21.9	18.0 1.6	80	5.2	A-1-a	Si.Sa.Gr.
		- 36"	#4	——	100.0	81.6	37.4	14.6	21	0	——	——	——	27	6.8	A-1-b	Sand

JUMP OFF JOE - LOUSE CREEK

CLASSIFICATION

Page 4

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	AASHO	Textura
953+00 SB Lt. 8'	11	0 - 3½"	AC														
		- 4½"	Tack and level		No sample												
		- 22"	3"	77.7	39.8	25.0	13.4	5.4	21	0	40	NSM	17.9 2.3	81	3.9	A-1-a	Si.S[illegible]r.
		- 26"	3"	72.9	40.7	25.9	14.0	6.9	25	0	23.5	22.6	18.5 1.4	83	6.9	A-1-a	Si.Sa.Gr.
			Compared to:														
		- 36"	#4	——	100.0	77.1	27.5	5.3	22	0	——	——	NSM	57	——	A-1-b	Sand
942+00 NB Rt. 8'	31	0 - 5½"	AC														
		- 16"	3"	72.2	36.0	20.6	11.7	5.9	28	3	24.7	21.8	20.7 1.5	83	6.3	A-1-a	Si.Sa.Gr.
		- 36"	#4	——	100.0	85.8	41.0	15.7	22	0	——	——	——	28	8.5	A-1-b	Sand
927+00 SB Rt. 8'	10	0 - 5"	AC														
		- 6"	Tack and level		No sample												
		- 16"	3"	72.9	40.7	25.9	14.0	6.9	25	0	23.5	22.6	18.5 1.4	83	6.9	A-1-a	Si.Sa.Gr.
		- 37"	#4	——	100.0	77.1	27.5	5.3	22	0	——	——	NSM	57	4.0	A-1-b	Sand

																CLASSIFICATION	
Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	AASHO	Textural
916+00 NB Lt. 8'	32	0 - 4½"	AC														
		- 6½"	Tack and level			No sample											
		- 15½"	3"	74.4	40.5	26.9	14.9	7.6	29	3	25.0	22.3	15.6 1.7	83	8.3	A-1-a	Si.S r.
		- 36"	1"	99.6	96.5	80.3	40.1	14.5	20	0	—	—	—	25	6.5	A-1-b	Sand
901+00 SB Lt. 6'	9	0 - 5½"	AC														
		- 12½"	3"	68.9	32.4	22.1	13.0	6.8	29	4	—	NSM	18.9 1.1	79	7.1	A-1-a	Si.Sa.Gr.
		- 40"	#4	—	100.0	87.2	45.9	19.7	23	0	—	NSM	—	8	7.5	A-1-b	Sand
890+00 NB Rt. 8'	33	0 - 4½"	AC														
		- 6½"	Tack and level			No sample											
		- 16"	3"	70.8	40.7	27.4	16.7	8.7	32	7	20.4	25.0	16.6 1.7	80	11.6	A-2-4	Si.Sa.Gr,
		- 36"	#4	—	100.0	76.3	32.5	12.3	20	0	—	—	—	41	6.1	A-1-b	Gr.Sa.

JUMP OFF JOE - LOUSE CREEK

Page 6

																CLASSIFICATION	
Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	AASHO	Textura
875+00 SB Rt. 3'	8	0 - 4½"	AC														
		- 14"	3"	68.9	32.4	22.1	13.0	6.8	29	4	——	NSM	18.9 1.1	79	7.1	A-1-a	Si.Sa.Gr,
		- 27"	2"	97.7	90.0	68.7	43.6	19.1	26	0	——	NSM	NSM	40	10.6	A-1-b	Gr.S[illegible]a,
		- 29"	1½"-0	Gravel		Black silty fines			No sample								
		- 36"	2"	97.7	90.0	68.7	43.6	19.1	26	0	——	NSM	NSM	40	10.6	A-1-b	Gr.Si.Sa,
864+00 NB Lt 9'	34	0 - 4½"	AC														
		- 6"	Tack and level			No sample											
		- 15"	3"	72.7	40.3	26.1	14.5	7.3	26	1	24.0	22.0	12.6 1.5	83	7.4	A-1-a	Si.Sa.Gr,
		- 36"	+2"	86.2	77.0	68.2	53.8	35.2	37	13	——	NSM	24.6 3.5	13	13.6	A-2-6(1)	Gr.Cl.Sa
860+00± NB Lt. 8'	1	0 - 4½"	AC	Patched		Cracked along center line											
		- 18"	+2"	61.6	30.9	20.2	12.5	6.9	29	2	21.9	21.5	21.92 2.4	74	6.5	A-1-a	Si.Sa.Gr,
		- 36"	#4	——	100.0	92.1	55.1	23.1	28	0	19.3	——	——	14	9.2	A-2-4	Si.Sa.

JUMP OFF JOE - LOUSE CREEK

Page 7

																CLASSIFICATION	
Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	AASHO	Texture
849+00 SB Lt. 9'	7	0 - 5½"	AC														
		- 14"	3"	70.3	40.4	27.6	16.4	7.7	27	2	——	NSM	14.4 1.4	80	——	A-1-a	Si.Sa.Gr.
		- 29"	1½"	99.8	91.6	74.5	49.6	22.3	28	0	——	——	——	7	11.3	A-1-b	Si.S
		- 33"	Topsoil		Organic clay silts				No sample								
		- 37"	Subgrade; dirty, decomposed granite						No sample								
838+00 NB Rt. 8'	35	0 - 4½"	AC														
		- 6"	Tack and level				No sample										
		- 13"	3"	65.3	36.8	26.4	15.9	7.8	25	0	23.1	20.6	17.2 1.8	87	6.9	A-1-a	Si.Sa.Gr.
		- 23"	2"	98.1	83.2	69.2	45.9	24.6	30	6	——	NSM	27.3 1.1	28	11.5	A-1-b	Gr.Si.Sa.
		- 36"	Same as above with fragments of granite														
817+50 SB Rt. 11'	2	0 - 4½"	AC	Badly alligatored in this area													
		- 13"	+2"	56.3	30.3	14.2	9.1	4.8	27	1	21.5	21.7	14.33 1.4	70	——	A-1-a	Gravel
		- 36"	#4	——	100.0	54.6	28.4	10.5	23	0	13.8	——	——	44	14.9	A-1-b	Gr.Si.Sa.

JUMP OFF JOE - LOUSE CREEK

Page 8

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	CLASSIFICATION Textura
812+00 NB Lt. 7'	36	0 - 4½"	AC														
		- 6"	Tack and level			No sample											
		- 12"	3"	74.3	40.0	28.6	17.8	8.6	26	2	19.3	NSM	13.2 1.5	84	8.1	A-1-a	Si.S[illegible]r.
		- 36"	1"	99.7	89.5	70.0	47.2	23.9	29	5	——	——	——	9	10.9	A-1-b	Gr.Si.Sa.
797+00 SB Lt. 10'	6	0 - 5"	AC														
		- 15"	3"	70.3	40.4	27.6	16.4	7.7	27	2	——	NSM	14.4 1.4	80	8.3	A-1-a	Si.Sa.Gr.
		- 37"	2"	96.2	85.2	60.8	32.5	13.8	26	0	——	NSM	——	25	9.1	A-1-b	Gr.Si.Sa.
786+00 NB Rt. 8'	37	0 - 4½"	AC														
		- 6½"	Tack and level			No sample											
		- 16"	3"	66.1	33.5	21.2	12.5	5.9	24	0	30.5	22.1	17.2 1.8	82	6.7	A-1-a	Si.Sa.Gr.
		- 36"	3"	84.1	66.4	54.3	41.0	29.0	36	12	——	NSM	27.3 4.6	40	16.3	A-2-6	Gr.Cl.Sa.

JUMP OFF JOE - LOUSE CREEK

CLASSIFICATION

Page 9

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	AASHO	Textural
771+00 SB Rt. 8'	5	0 - 6"	AC	Patched													
		- 7"	Tack and level			No sample											
		- 15"	Compared to: 3"	72.7	39.1	25.2	15.9	7.7	26	0	39	NSM	21.7 1.6	83	——	A-1-a	Si.S r.
		- 40"	Compared to: +4	——	98.4	73.8	44.7	19.8	26	0	16.0	——	——	12	——	A-1-b	Sand
		- 42"	Old ground	Clay silts 1"-0 Rock fragments				No sample									
760+00 NB Lt. 5'	38	0 - 5"	AC	Patched													
		- 7½"	Tack and level				No sample										
		- 15"	3"	66.0	36.9	25.6	13.8	6.6	24	0	24.2	19.7	12.3 1.2	86	6.5	A-1-a	Si.Sa.Gr.
		- 36"	3"	93.8	78.7	54.1	32.0	15.7	28	1	——	NSM	NSM	62	9.2	A-1-b	Gr.Si.Sa.
745+50 SB Lt. 8'	4	0 - 5½"	AC														
		- 13½"	3"	72.7	39.1	25.2	15.9	7.7	26	0	39	NSM	21.7 1.6	83	4.1	A-1-a	Si.Sa.Gr.
		- 22"	+4	——	98.4	73.8	44.7	19.8	26	0	16.0	——	——	12	12.5	A-1-b	Sand
		- 36"	3"	74.9	62.4	58.2	50.0	38.3	40	16	——	——	——	6	20.0	A-6(2)	Gr.Sa.Cl.

JUMP OFF JOE - LOUSE CREEK

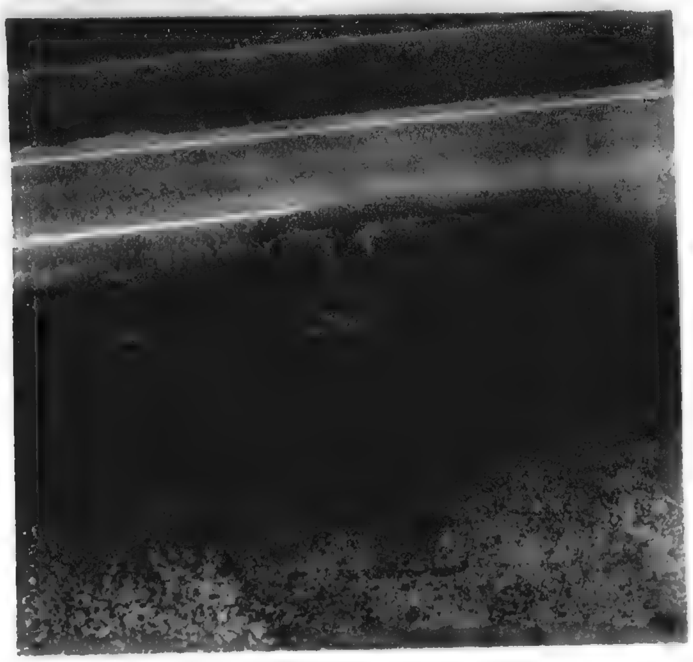
Page 10

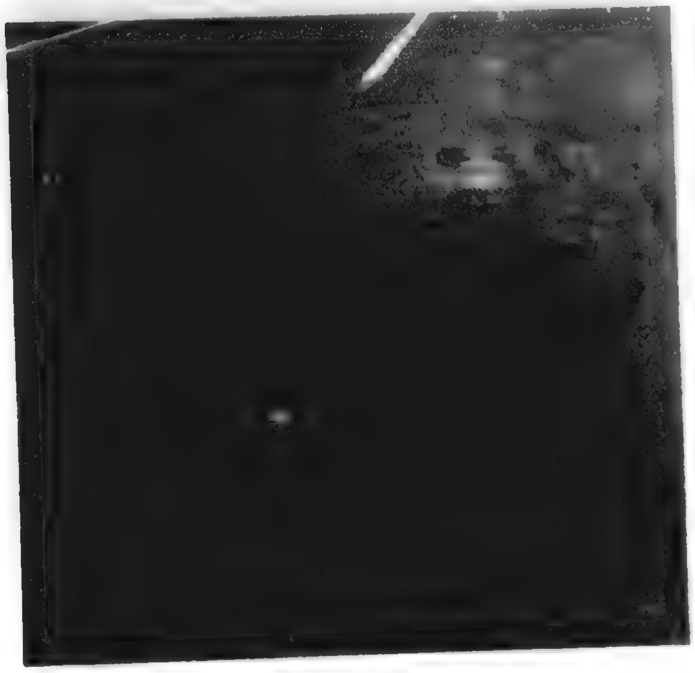
Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATIO AASHO	 Textur
734+00 NB Rt. 8'	39	0 - 5"	AC	Patched													
		- 16"	2"	89.4	61.0	38.4	18.7	10.5	20	1	32.6	NSM	21.2 1.5	83	4.3	A-1-a	Si.Sa.Gr.
		- 25"	—	—	—	—	—	—	—	—	—	—	—	33	15.5	—	—

JUMP OFF JOE - LOUSE CREEK

Pacific Hwy.

Josephine County

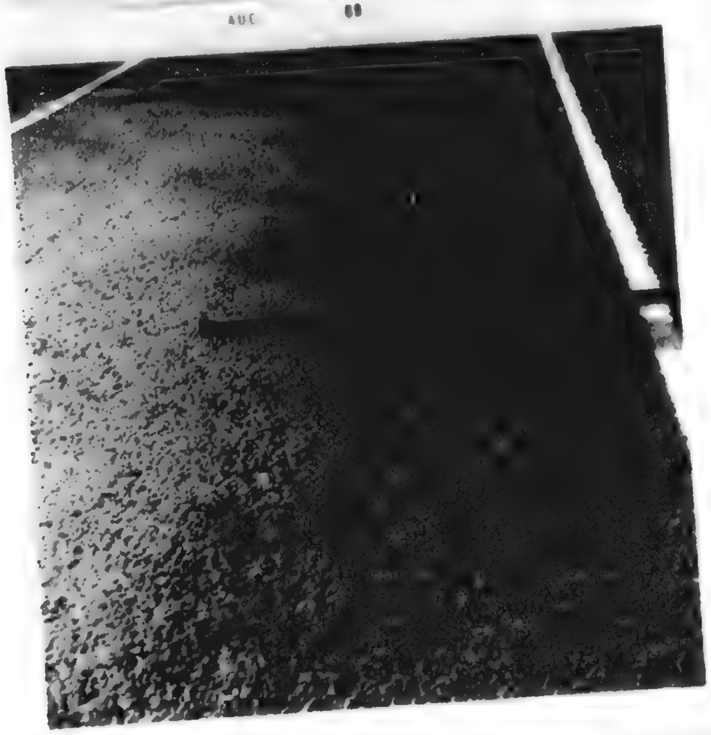




AUG 89

AUG 69

AUG 69



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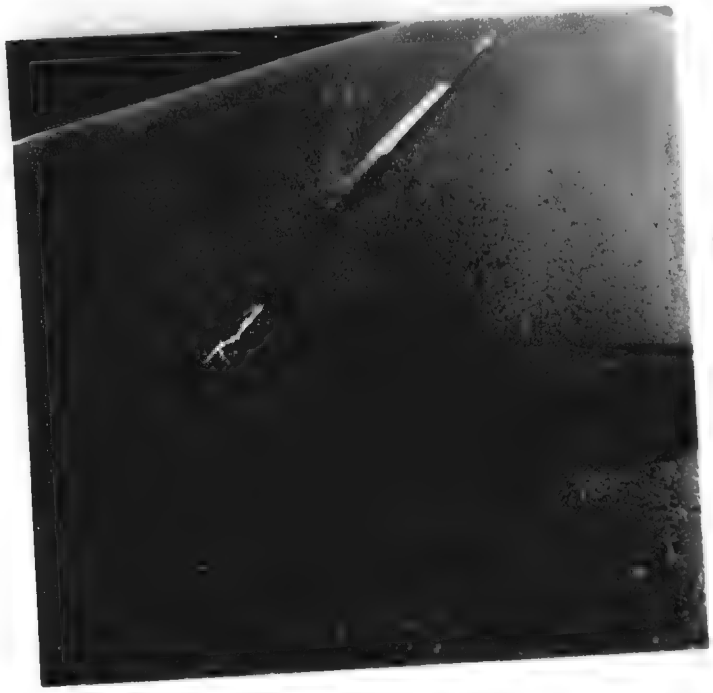

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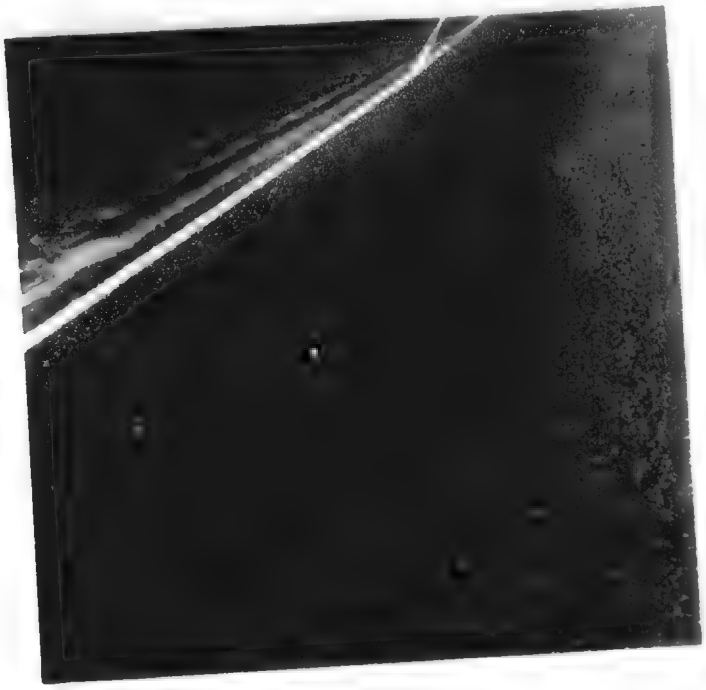

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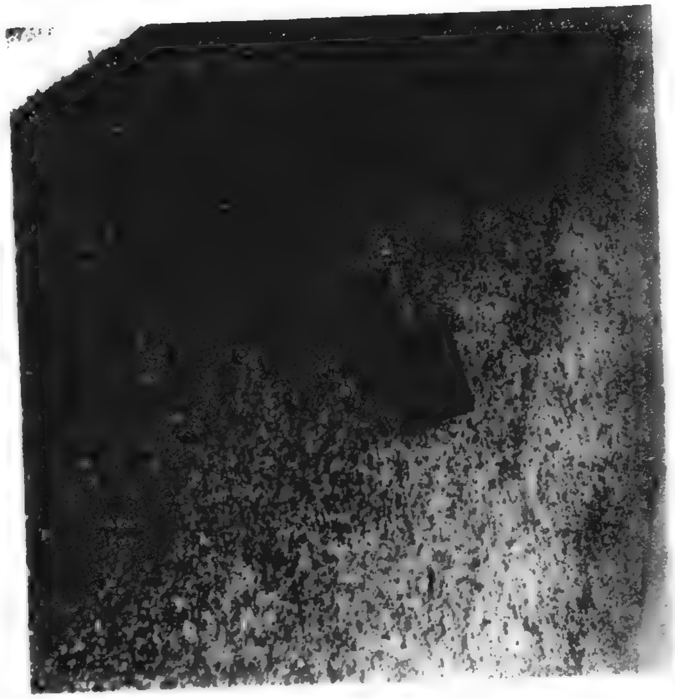
D 369

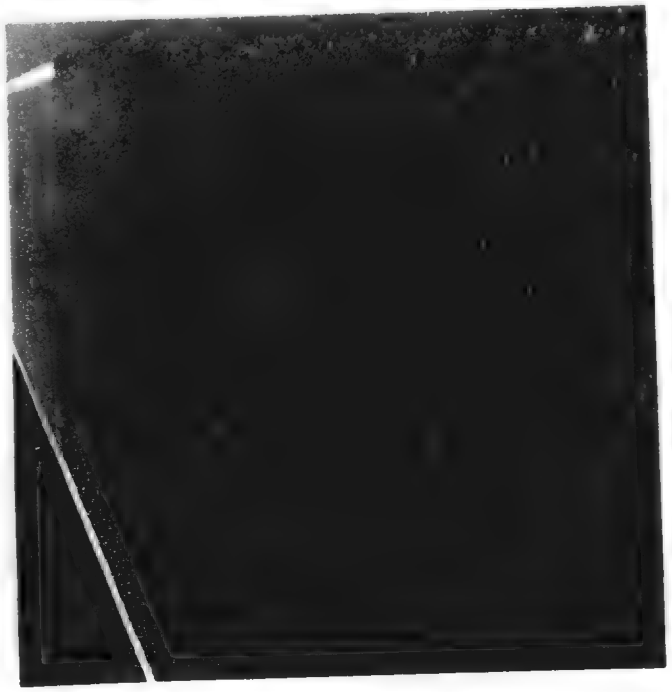


69 101

D 3118

H #29
Turn Off Jo
Giants Pa
NB St

D 334



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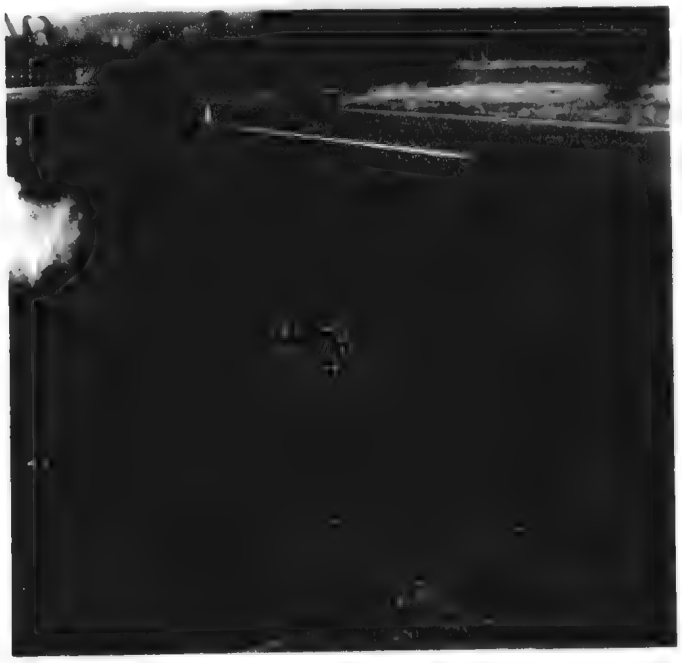

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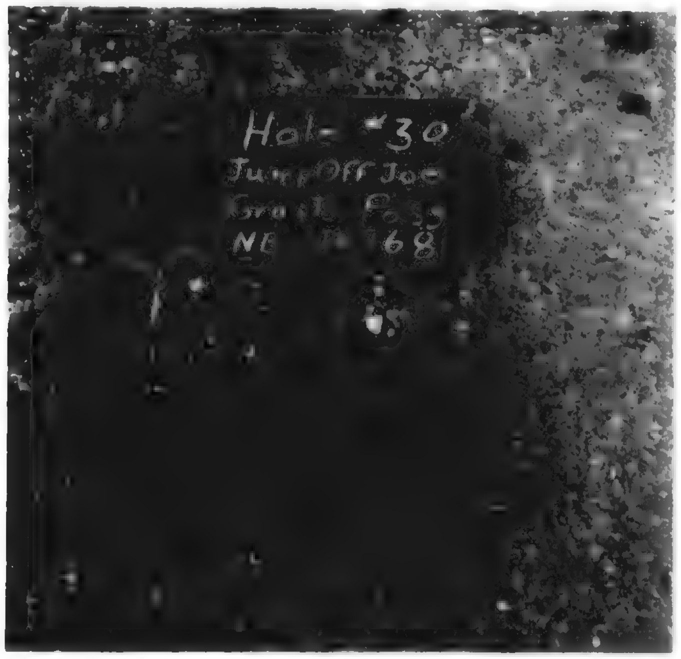
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Jump Off Joe
Grants Pass
NE 68

AUG 69

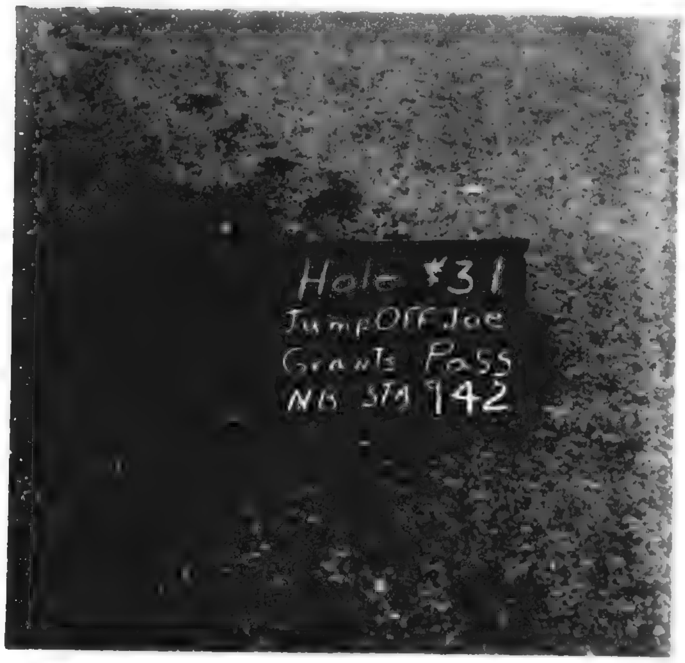
D 353

69

D 3110

69

D 337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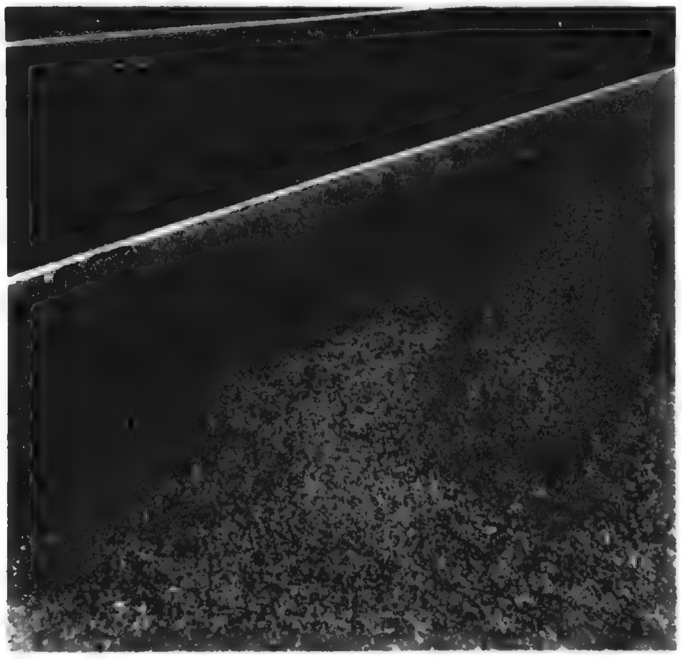
Grants Pass
NB STA 142

AUG 69

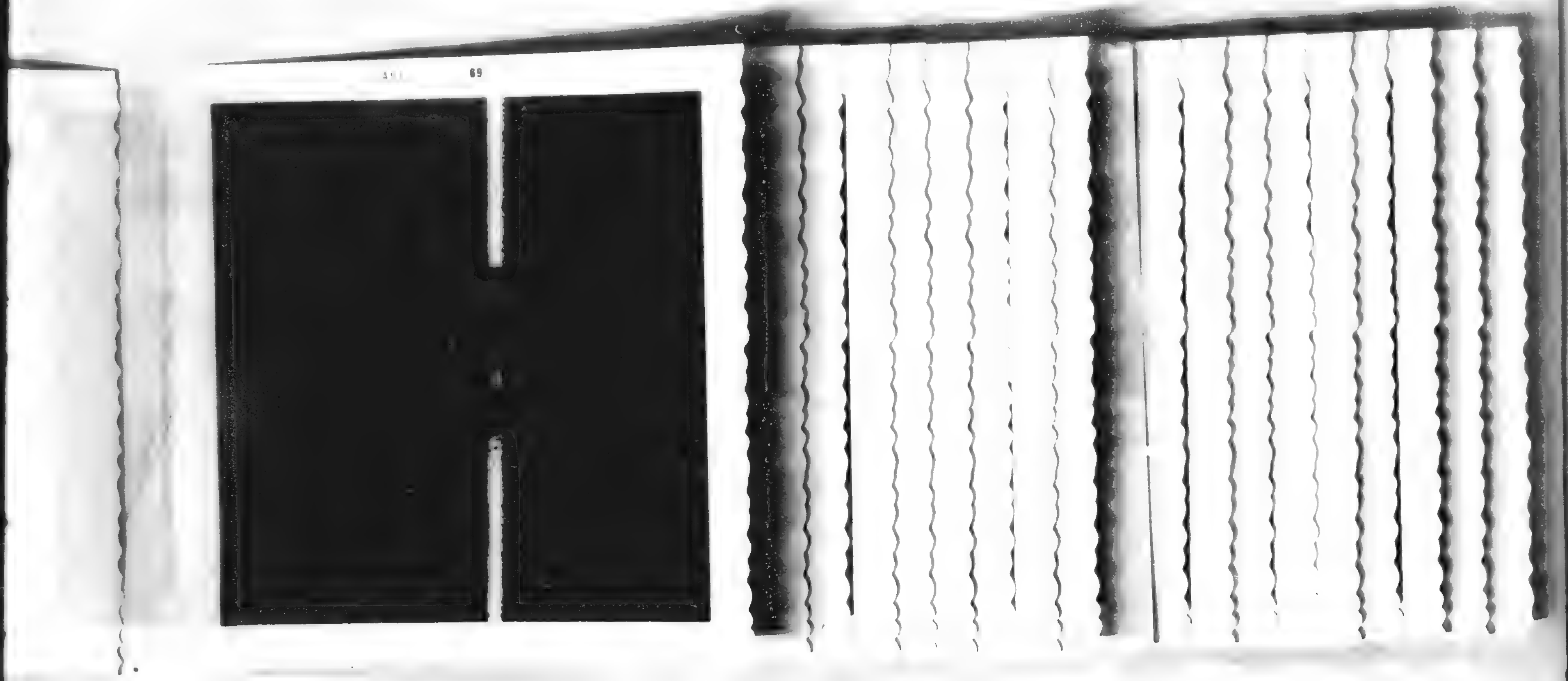
D 3511



JUMP OFF JOE - LOUSE CREEK

Pacific Hwy.

Josephine County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Hole #3
Jump Off Joe
Grants Pass
NB STA

AUG 69

AUG 69

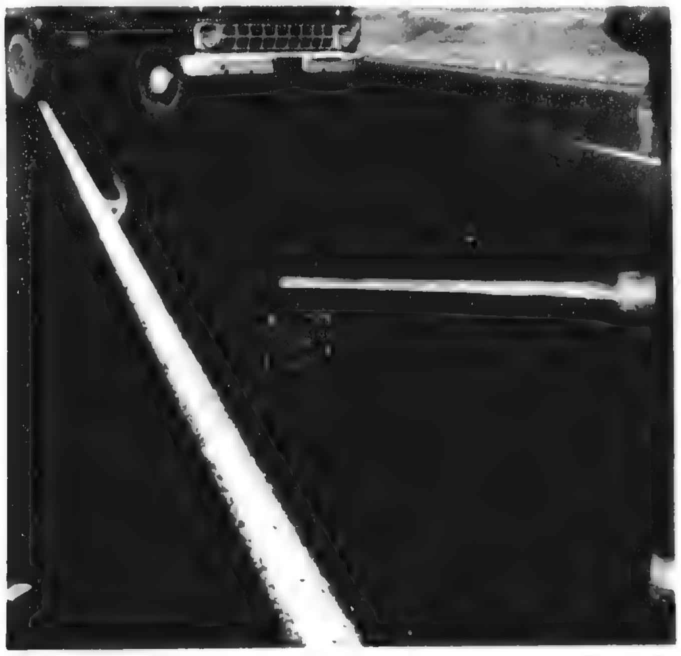
AUG 69

AUG 69

Hole #
Jump Off Joe
Growth Pass
MB
AUG 89

AUG 69

1/32 D



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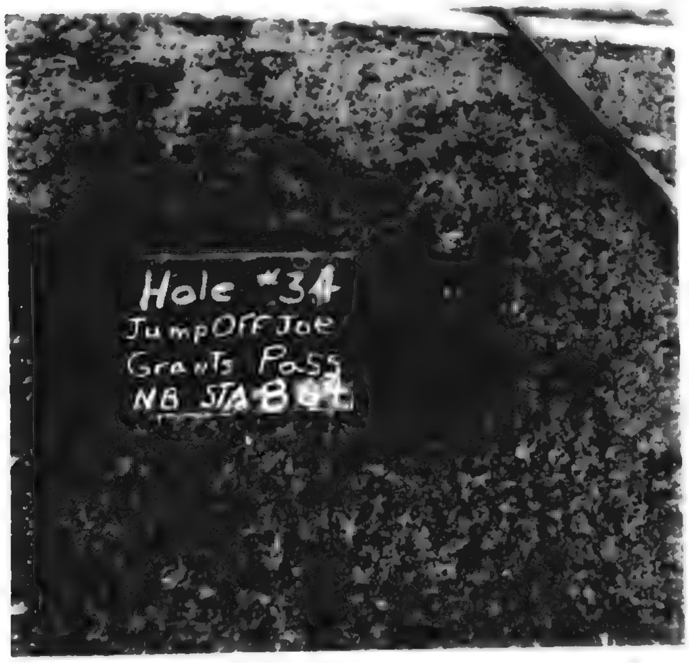
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NB STA B

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D 316

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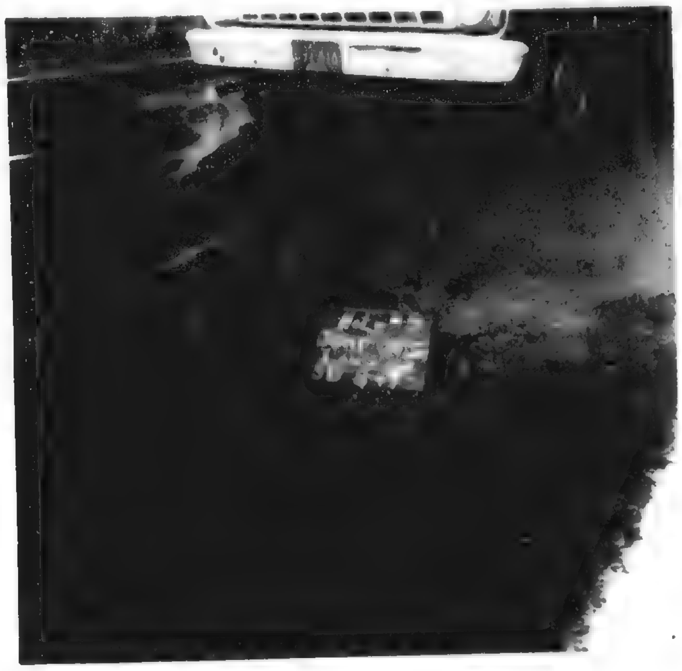
AUG 69

D 357

69

D 312



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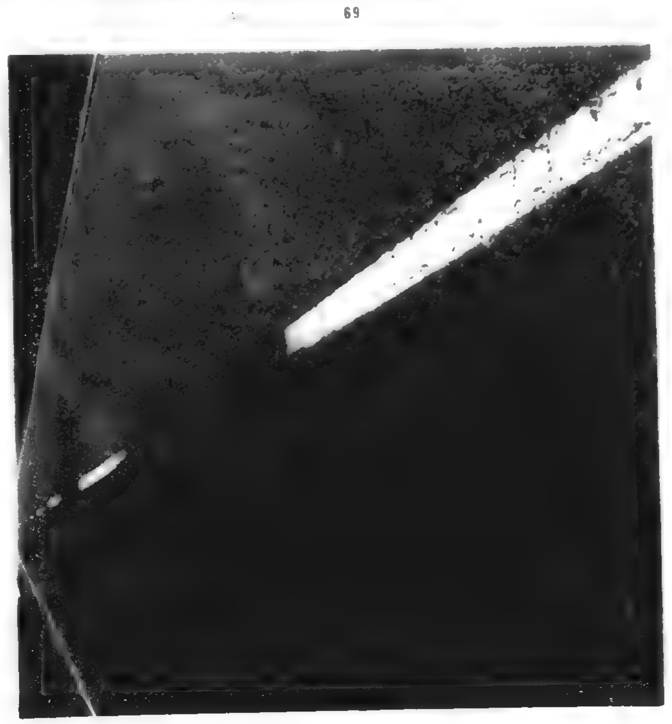

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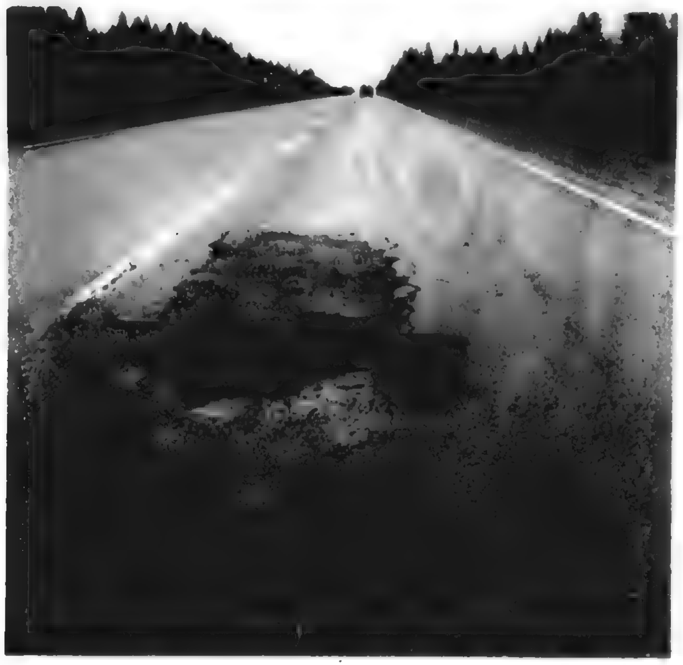
JUMP OFF JOE - LOUSE CREEK

Pacific Hwy.

Josephine County



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AUG 89

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AUG 69

D 356

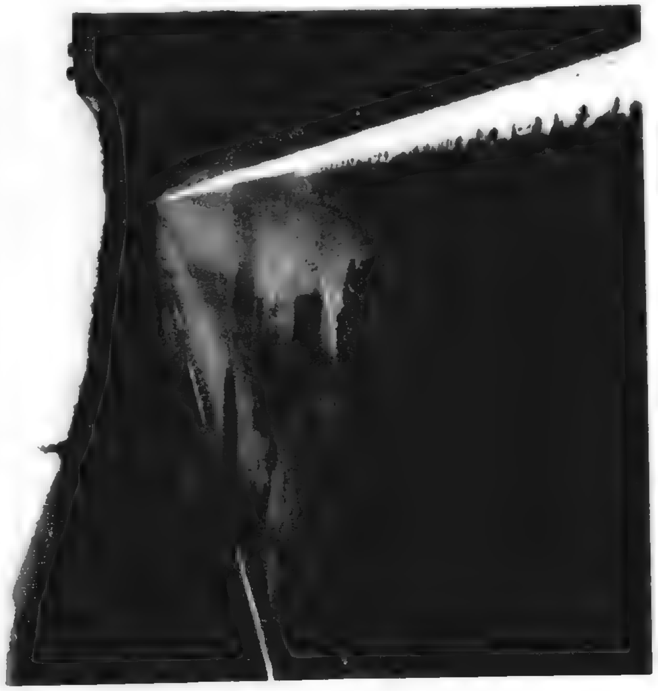
AUG 89

D 321

AUG 69

D. 330

AUG 69



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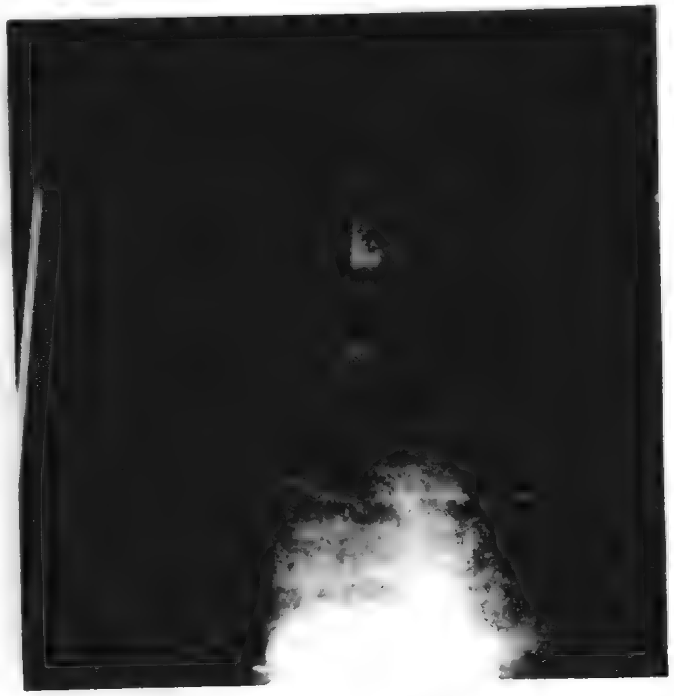


AUG 69

D 330

D 322

AUG 69

D 360

D 317

AUG 69

D 359

69

D 314

69

243

JUL 69

RECEIVED
MAR 30 1970
FILING

1859

I-5 2(27)59

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

7561

x labor

March 17, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

ARLINGTON-MORROW COUNTY LINE SECTION
ELK RIVER-PORT ORFORD SECTION
FOGARTY CREEK SCENIC STRIP
JUMPOFF JOE CREEK-GRANTS PASS SECTION
PARK STREET-TOLMAN CREEK ROAD SECTION
ROCK POINT-SEVEN OAKS SECTION

Your Notices of Intent relative to the above projects have been referred to the appropriate state agencies for comment. All have expressed approval of the projects.

We are pleased to add our approval.

Ed

Edward G. Westerdahl, II

REFERRED TO
Young
BY ST. STATE HWY. ENGR

RECEIVED
MAR 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Original to Young
5-23-70

2-16-70

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 8 City Grants Pass

County Josephine Special District(s) (if applicable)

Other affected jurisdictions/agencies

---

2. Federal Program

Common Program Name Federal-Aid Interstate

Authorizing Legislation Title 23, USC, Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant 1,600,000

Local Applicant Share -

*State Agency Share 140,000

Other (specify) 1,740,000

TOTAL

Source of State Agency Share (if any)

General Fund -

Other Funds (specify)

*Total State Agency Share 140,000

*Indicates totals should be equal.

---

4. Estimated Application Filing Date April, 1970

---

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

Jumpoff Joe Cr. - Grants Pass Section, Pacific Highway.
Project to consist of preliminary engineering, grading, paving, signing, illumination and incidental work to improve the existing 4-lane facility to meet current safety standards for 4-lane Interstate Highways.

Length of Project	8.87 miles
Estimated ADT	1969 = 8,500 1989 = 16,600
Standards	Interstate
Typical Section	Four 12-foot travel lanes separated by median 8.4 feet to 40 feet in width with 6 foot shoulder on left and 10 foot shoulder on right.
Structures	No major revisions of structures or interchanges.

See attached map for geographic location.

JOSEPHINE COUNTY

FAS SYSTEM

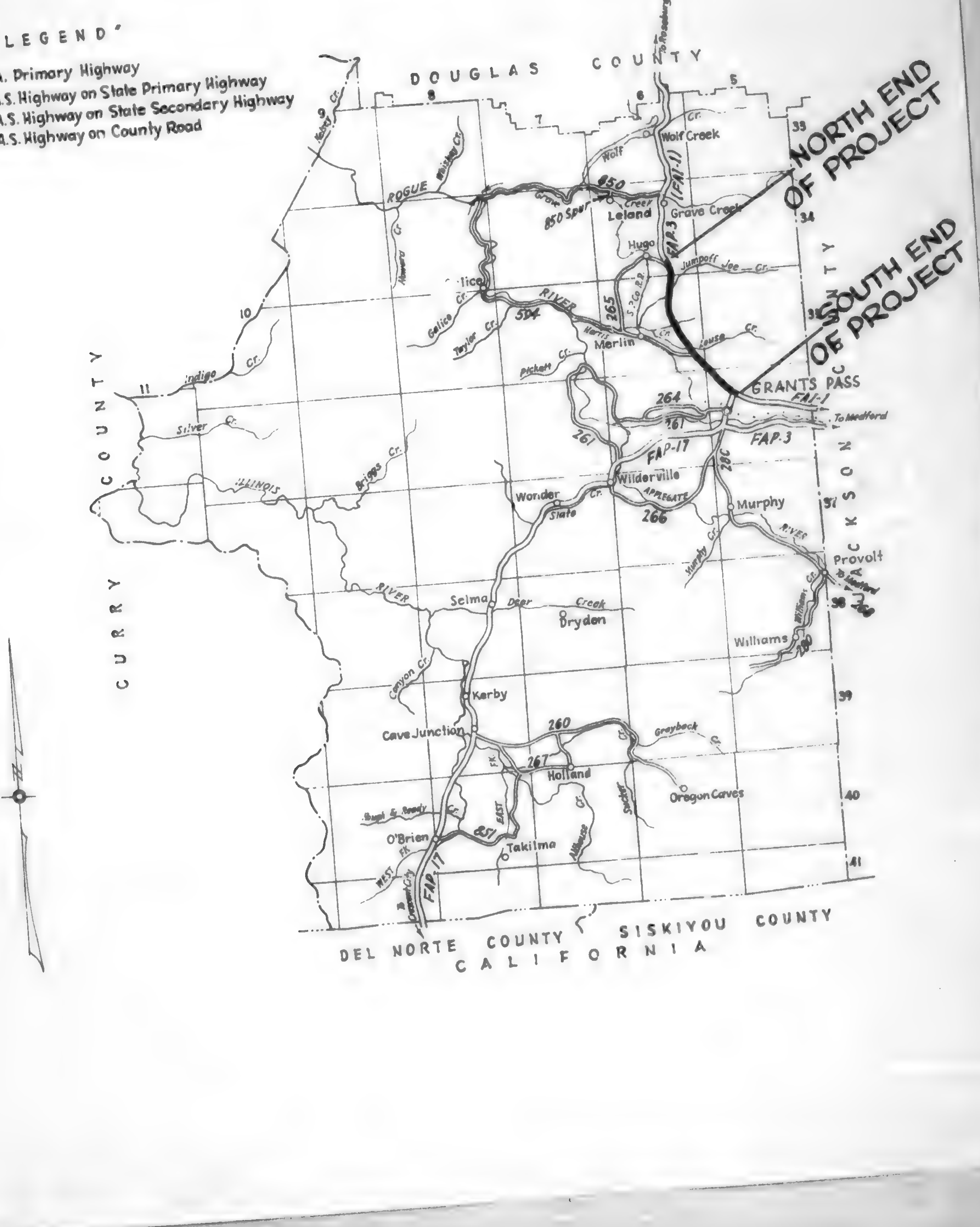
Scale 0 1 2 3 4 Mi.

May 1961

PROPOSED PROJECT
JUMP OFF JOE Cr. – GRANTS PASS Sec.
PACIFIC HIGHWAY

"LEGEND"

F.A. Primary Highway
F.A.S. Highway on State Primary Highway
F.A.S. Highway on State Secondary Highway
F.A.S. Highway on County Road


DOUGLAS COUNTY
To Roseburg
8
7
6
5
9
Mule Cr.
Whiskey Cr.
ROGUE
Howard Cr.
Wolf
Cr.
Wolf Creek
850
Grave
Creek
850 Spur
Leland
Grave Creek
(FAI-1)
FAP-3
Hugo
Jumpoff Joe Cr.
Galice
Galice Cr.
Taylor Cr.
RIVER
504
265
S.P.Co.R.R.
Harris
Cr.
Merlin
Louse Cr.
Pickett Cr.
10
11
Indigo Cr.
Silver Cr.
ILLINOIS
Briggs Cr.
GRANTS PASS
FAI-1
To Medford
264
261
261
FAP-17
FAP-3
260
Wilderville
Wonder
Slate Cr.
APPLEGATE
266
Murphy
RIVER
Murphy Cr.
Provolt
To Medford
Williams Cr.
Williams
260
CURRY COUNTY
JACKSON COUNTY
33
34
35
37
38
39
40
41
RIVER
Selma
Deer Creek
Bryden
Canyon Cr.
Kerby
Cave Junction
260
Greyback Cr.
FK.
267
Holland
EAST
Sucker Cr.
Oregon Caves
Althouse Cr.
Takilma
Rough & Ready Cr.
851
O'Brien
WEST FK.
FAP 17
To Crescent City
N
DEL NORTE COUNTY
SISKIYOU COUNTY
CALIFORNIA
NORTH END OF PROJECT
SOUTH END OF PROJECT

RECEIVED
FEB 10 1970
FOR FILING

-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

I-5-2(67)59
7561

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: February 13, 1970

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(-)59
Jumpoff Joe Creek - Grants Pass Section
Design Approval

Klaboe

Design approval in accordance with the requirements of paragraph 10 of PPM 20-8 is hereby given for the construction of the pavement overlay and minor safety adjustments on the subject project. This approval is based on our August 25, 1967 determination that this section of highway was eligible for an overlay under the provisions of IM 21-1-67 and the concept that Public Roads' acceptance of the standards recommended in AASHO's "Highway Design and Operational Practices Relating to Safety" (Yellow Book) constitutes tacit design approval of minor safety adjustment work.

NOTED
F.B. KLABOE

Approval of the detailed design will be accomplished with PS&E review and approval.

2-18-70
REFERRED TO
Young
By Asst. State Hwy. Engr.

RECEIVED
FEB 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

2 1 - 73

NARRATIVE REPORT

Jumpoff Joe Interchange Unit
Jumpoff Joe Creek - Grants Pass Section
Pacific Highway Josephine County

This survey was made to establish line and grade and prepare plans, quantities and estimate of cost to reconstruct the south bound off ramp at the Jumpoff Joe Interchange of the Pacific Highway.

Center line was laid on the ground as shown on the sketch map for the Jumpoff Joe Interchange furnished by the Design Division. Grades were laid to fit existing conditions and the typical section for the original construction project was used.

No particular problems are anticipated in revising this leg of the interchange. In obliteration of the existing legs that will be abandoned we have planned to flatten the slopes on the new off ramp and the existing Jumpoff Joe Road to conform with new safety standards. This will eliminate considerable guard rail. This salvaged rail could be stockpiled in near by maintenance stock pile site.

The unit costs shown on the estimate of cost were estimated in this office and are subject to change if this work is combined with a larger project.

Form E-363 (Revised)

REGON STATE HIGHWAY DEPARTM

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 617-1982 Highway Pacific I-5 Section Jumpoff Joe Interchange Unit Jumpoff Joe Creek-Grants Pass

Highway Class Freeway Date February 11th, 1970

Yes	No	N/A*	
			1. Are the following being submitted?
☒	☐	☐	a. Detail Map (Hard Copy). Milar
☐	☐	☒	b. Small Scale Ownership Map.
☐	☐	☒	c. Abandonment Map.
☐	☐	☒	d. Vicinity Maps (PUC and Structures).
☐	☐	☒	e. RR Encroachment Maps and Cross Sections.
☒	☐	☐	f. Interchange Layout Sheets.
☒	☐	☐	g. Location Profile.
☒	☐	☐	h. Located Line Cross Sections.
☐	☒	☐	i. Mass Diagram.
☒	☐	☐	j. Earthwork and Other Calculations to Support Estimate.
☒	☐	☐	k. Field Notes.
☐	☒	☐	l. Coordinate Sheets.
☐	☒	☐	m. Clearing and Grubbing Chart.
☐	☐	☒	n. Report on Bench Mark Recoveries (Form E-369)
☐	☐	☒	(1) Description of Bench Mark (Form E-185).
☐	☐	☒	(2) Report on Condition of Bench Mark (Form E-186).
☐	☐	☒	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☐	☐	☒	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☒	☐	q. Property Appraisal and justifications for alternate facilities.
☐	☒	☐	r. Preliminary Soils and Material Report.
☐	☒	☐	s. Statement of Source of Materials and Stockpile Site (Form E-368).
☐	☐	☒	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☐	☒	u. Estimate for Movement of Utilities.
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
☒	☐	☐	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐	☐	☒	3. Have all required temporary easements been designated as to area, type and duration?
☒	☐	☐	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☐	☒	☐	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☒	6. Have you investigated drift conditions (snow and sand)?
☐	☒	☐	7. Are there slide conditions apparent?
☐	☒	☐	8. Have you been over this project with a Soils representative?
☐	☒	☐	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile?
☒	☐	☐	a. Roadbed Grading, with Surfacing.
☐	☐	☒	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☒	d. Hand Placed Slopes.
☐	☐	☒	e. Rip Rap Work.
☐	☐	☒	f. Irrigation Ditches.
☐	☐	☒	g. Special Drainage Ditches.
☐	☐	☒	h. Channel Changes.
☐	☐	☒	i. Flumes.
☐	☐	☒	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage).
☐	☒	☐	11. Is relocation of a scale site necessary?
☐	☒	☐	12. Does this project involve construction of a frontage road?
☐	☒	☐	13. Will there be unusual difficulty in handling traffic during construction?
☒	☐	☐	14. Have all important alignment points been referenced?
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature
Locating Engineer

Address Grants Pass, Oregon

Form E-48

TABULATION SHEET

SHEET .... OF .... SHEETS

OREGON STATE HIGHWAY
DEPARTMENT

Jumpoff Joe Interchange Unit
Jumpoff Joe Creek - Grants Pass Section
Pacific Highway Josephine County

SUMMARY OF QUANTITIES

ITEM	Unit	Net Quantity	Allowance	Total Quantity
1. Clearing and Grubbing	Lump Sum	100%		100%
2. Embankment in Place	Cu. Yd.	8,931	1,067	10,000
3. Finishing Roadbed and Slopes	Lump Sum	100%		100%
4. Trench Excavation	Cu. Yd.	18	2	20
5. Ob literation of Old Roadway	Lump Sum	100%		100%
6. $\frac{3}{4}$" - 0 Material in Base	Ton	164	16	180
7. Stone Base	"	1,173	117	1,290
8. Plant Mix Bituminous Base	"	247	23	270
9. Class "B" Asphaltic Concrete Mixture	"	401	39	440
10. 18-inch Culvert Pipe	Lin. Ft.	92	8	100
11. Salvage and Re-install Guide Posts	Each	9	1	10
12. Salvage and Re-install Guard Rail	Lin. Ft.	75	10	85
13. Salvage Guard Rail	" "	520	50	570
14. Seeding and Mulching	Acre	1.2	0.1	1.3

Form E-49

TABULATION SHEET

SHEET .... OF .... SHEETS

OREGON STATE HIGHWAY
DEPARTMENT

Jumpoff Joe Interchange Unit
Jumpoff Joe Creek - Grants Pass Section
Pacific Highway Josephine County

ESTIMATE OF COST

ITEM	Unit	Quantity	Unit Cost	Amount
1. Clearing and Grubbing	Lump Sum	100%	500.00	500.00
2. Embankment in Place	Cu. Yd.	10,000	1.50	15,000.00
3. Finishing Roadbed and Slopes	Lump Sum	100%	250.00	250.00
4. Trench Excavation	Cu. Yd.	20	3.00	60.00
5. Obliteration of Old Roadway	Lump Sum	100%	500.00	500.00
6. ¾" - 0 Material in Base	Ton	180	3.25	585.00
7. Stone Base	"	1,290	3.00	3,870.00
8. Plant Mix Bituminous Base	"	270	9.25	2,497.50
9. Class "B" Asphaltic Concrete Mixture	"	440	9.25	4,070.00
10. 18-inch Culvert Pipe	Lin. Ft.	100	4.50	450.00
11. Salvage and Re-install Guide Posts	Each	10	4.50	45.00
12. Salvage and Re-install Guard Rail	Lin. Ft.	85	2.40	204.00
13. Salvage Guard Rail	" "	570	1.00	570.00
14. Seeding and Mulching	Acre	1.3	250.00	325.00
		Net Total		28,926.50
Contingencies & Engineering 20%				5,785.30
		Total		34,712.00

NARRATIVE REPORT

Louse Creek Interchange Unit
Jumpoff Joe Creek - Grants Pass Section
Pacific Highway Josephine County

This survey was made to establish line and grade and prepare plans, quantities and estimate of cost to reconstruct the north bound off ramp and the north bound on ramp at the Louse Creek Interchange of the Pacific Highway. Purpose of the revision is to eliminate two way traffic on these on and off ramps.

The project consists mainly of the construction of another frontage road around the interchange. Center line for this frontage road was laid on the ground approximately as shown on the sketch map for the Louse Creek Interchange furnished by the Design Division. Grades were laid to fit existing conditions and the typical section on the frontage road for the original project was used.

No particular problems are anticipated in revising this interchange. Additional right of way will be needed and deed photo stats are enclosed with location data. We did not tie in a section corner for this survey as we figured the ties made for original right of way acquisition would suffice.

The unit costs shown on the estimate of cost were compiled in this office and are subject to change, especially if this work is combined with a larger project.

Form E-363 (Revised)

REGON STATE HIGHWAY DEPARTM

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 617-1982 Highway Pacific I-5 Section Louse Creek Interchange Unit Jumpoff Joe Creek-Grants Pass

Highway Class Freeway Date February 11th, 1970

Yes	No	N/A*	
			1. Are the following being submitted?
☒	☐	☐	a. Detail Map (Hard Copy). Milar
☐	☒	☐	b. Small Scale Ownership Map.
☐	☐	☒	c. Abandonment Map.
☒	☐	☐	d. Vicinity Maps (PUC and Structures).
☐	☐	☒	e. RR Encroachment Maps and Cross Sections.
☒	☐	☐	f. Interchange Layout Sheets.
☒	☐	☐	g. Location Profile.
☒	☐	☐	h. Located Line Cross Sections.
☐	☒	☐	i. Mass Diagram.
☒	☐	☐	j. Earthwork and Other Calculations to Support Estimate.
☒	☐	☐	k. Field Notes.
☐	☒	☐	l. Coordinate Sheets.
☐	☒	☐	m. Clearing and Grubbing Chart.
☐	☐	☒	n. Report on Bench Mark Recoveries (Form E-369)
☐	☐	☒	(1) Description of Bench Mark (Form E-185).
☐	☐	☒	(2) Report on Condition of Bench Mark (Form E-186).
☒	☐	☐	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☐	☐	☐	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☒	☐	☐	q. Property Appraisal and justifications for alternate facilities.
☐	☒	☐	r. Preliminary Soils and Material Report.
☐	☒	☐	s. Statement of Source of Materials and Stockpile Site (Form E-368).
☐	☐	☒	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☒	☐	u. Estimate for Movement of Utilities.
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
☒	☐	☐	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐	☐	☒	3. Have all required temporary easements been designated as to area, type and duration?
☒	☐	☐	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☐	☒	☐	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☒	6. Have you investigated drift conditions (snow and sand)?
☐	☒	☐	7. Are there slide conditions apparent?
☐	☒	☐	8. Have you been over this project with a Soils representative?
☒	☐	☐	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile?
☒	☐	☐	a. Roadbed Grading, with Surfacing.
☐	☐	☒	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☒	d. Hand Placed Slopes.
☐	☐	☒	e. Rip Rap Work.
☐	☐	☒	f. Irrigation Ditches.
☒	☐	☐	g. Special Drainage Ditches.
☐	☐	☒	h. Channel Changes.
☐	☐	☒	i. Flumes.
☐	☐	☒	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage).
☐	☒	☐	11. Is relocation of a scale site necessary?
☒	☐	☐	12. Does this project involve construction of a frontage road?
☐	☒	☐	13. Will there be unusual difficulty in handling traffic during construction?
☒	☐	☐	14. Have all important alignment points been referenced?
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature
Locating Engineer

Address Grants Pass, Oregon

Form E-49

TABULATION SHEET

SHEET .... OF .... SHEETS

OREGON STATE HIGHWAY
DEPARTMENT

Louse Creek Interchange Unit
Jumpoff Joe Creek - Grants Pass Section
Pacific Highway Josephine County

ESTIMATE OF COST

ITEM	Unit	Quantity	Unit Cost	Amount
1. Clearing and Grubbing	Lump Sum	100%	500.00	500.00
2. General Excavation, Unclassified	Cu. Yd.	9,200	0.75	6,900.00
3. Ditch Excavation, Unclassified	" "	800	2.50	2,000.00
4. Finishing Roadbed and Slopes	Lump Sum	100%	750.00	750.00
5. Obliteration of Old Roadway	" "	100%	400.00	400.00
6. Stone Base	Ton	5,900	2.75	16,225.00
7. $\frac{3}{4}$" - 0 Material in Base	"	1,000	3.00	3,000.00
8. Class "B" Asphaltic Concrete	"	1,150	9.00	10,350.00
9. Guard Rail, Type 2	Lin. Ft.	350	2.75	962 50
10. Type 2 Fence	Rod	120	9.00	1,080.00
11. Seeding and Mulching	Acre	3	250.00	750.00
				42,917.50
Contingencies and Engineering		20%		8,583.50
				$51,501.00

Form E-49

TABULATION SHEET

SHEET .... OF .... SHEETS

OREGON STATE HIGHWAY
DEPARTMENT

Louse Creek Interchange Unit

Jumpoff Joe Creek - Grants Pass Section

Pacific Highway Josephine County

SUMMARY OF QUANTITIES

ITEM	Unit	Net Quantity	Allowance	Total Quantity
1. Clearing and Grubbing	Lump Sum	100%	—	100%
2. General Excavation, Unclassified	Cu. Yd.	8,365	835	9,200
3. Ditch Excavation, Unclassified	" "	739	61	800
4. Finishing Roadbed & Slopes	Lump Sum	100%	—	100%
5. Obliteration of Old Roadway	" "	100%	—	100%
6. Stone Base	Ton	5,365	535	5,900
7. ¾" - 0 Material in Base	"	918	82	1,000
8. Class "B" Asphaltic Concrete	"	1,040	110	1,150
9. Guard Rail, Type 2	Lin. Ft.	325	25	350
10. Type 2 Fence	Rod	112	8	120
11. Seeding and Mulching	Acre	2.6	0.4	3

RECEIVED
FEB 11 1970

FOR FILING

I-5-2(67)59
75.61

February 2, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Jumpoff Joe Cr. -Grants Pass Section
(Grade, Pave, Sign & Illum.)
I-5-2 (-) 59 Safety
Pacific Highway
Josephine County

Dear Sir:

We hereby request your concurrence that design approval was given for the subject project when the Bureau of Public Roads approved on June 28, 1967 Project I-5-2 (57) 59, Jumpoff Joe Creek-N. Grants Pass Section. Project I-5-2 (57) 59 includes all phases of preliminary engineering for detail design analysis and P.S. & E. preparation of additional pavement layers to provide sufficient structural strength for future stage construction on the existing four 12-foot lanes paved under Project I-5-2 (13) 62, Jumpoff Joe Cr. -Louse Cr. Section and Project I-5-2 (8) 59, Louse Creek-Grants Pass Section. Also the Bureau of Public Roads approved in letter of August 25, 1967, for estimate purposes, pavement overlay design thicknesses for the 1968 Interstate Cost Estimate compiled in accordance with Section 104 (b) (5), Title 23, U.S. Code, Highways. In view of these facts and others setforth hereinafter, we are of the opinion that the intent of current PPM 20-8 has been fulfilled for the subject project which is considered as stage construction on this section of I-5. We further request your confirmation that no further action is required for the subject project under paragraph 10 of PPM 20-8.

The work to be accomplished under subject project is primarily the placement of an overlay of high-type pavement on the traffic lanes and shoulders. In order to conform to the latest standards which embody safety features and practices setforth in the "yellow book", Highway Design and Operational Practices Related to Highway Safety, published by AASHO, the work will also include flattening of some slopes and modifying sign installations, where required, to incorporate breakaway type posts and updating guardrail and median barrier installations.

The subject project does not have an adverse effect upon the abutting property, nor change the layout or function of connecting roads, streets and the existing facilities and does not require additional right-of-way. Therefore, the proposed work does not change or alter the location or design of Projects I-5-2(13) 62 and I-5-2(8) 59, but only corrects an apparent pavement deficiency and improve the safety of this section of I-5.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

JLG:aw
cc: F. B. Klaboe
D. J. Barbee
R. W. Ellison
B. L. Gifford
R. N. Chase

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 18, 1969

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

I-5 Klaboe

SUBJECT: Oregon Project I-5-2(57)59
Jumpoff Joe Creek-N. Grants Pass
Preliminary Engineering

The addition of all phases of preliminary engineering for the Manzanita Rest Area are approved for this project as a minor program change.

You are authorized to proceed with all phases of preliminary engineering effective today.

F. B. KLABOE

Prefix . 617-1982-912

3-21-69
REFERRED TO
Young - Barbee
BY ASST. STATE HWY. ENGR

Routing

1	Barbee	B		Trout	T
2	Hall	W		Wills	
	A. Olson			Hackleman	
	Sample			Scott	
3	Terpin	T.	4	R. Olson	RE
	Swenson			Carstensen	

RECEIVED
MAR 21 1969
DESIGN
DIVISION

RECEIVED
MAR 20 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
E. A. MEOLA

RECEIVED
FEB 3 1969

FOR FILING

Thaddeus Bruno, Member
Portland

I-5-2(67)57
7561

February 3, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97310

Jumpoff Joe Creek-
N. Grants Pass
I-5-2(27)59 Item No. 499

Dear Sir:

On June 28, 1967 you approved the above-mentioned preliminary engineering project for future stage construction of additional pavement layers.

We wish to add to the character of proposed work all phases of preliminary engineering for the Manzanita Roadside Rest Area, one each for the northbound and southbound lanes, Station 953 to 970.

We request approval and authorization to proceed with all phases. No additional funds are required at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Program & Planning Engineer

DAR:slh

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Klaboe

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 14, 1969

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: ✓Oregon Project I-5-1(6)53
Jumpoff Joe Creek - Grants Pass Section Pacific
File No. 23317
Disposal of Excess Right of Way

By letter dated January 2, 1969 Mr. Klaboe has requested removal of our access control restriction which was imposed by our July 2, 1968 approval of the disposal of the subject parcel.

We have further reviewed your request and while we still feel that access control on the south and west boundaries would be desirable we do not feel that the location is within our jurisdiction in regard to Interstate access control. Our restriction is hereby removed from our July 2, 1968 approval.

Routing
1 Barbee
2 Hall
3 A. Olson
Sample
Terpin
Swenson

RECEIVED
JAN 17 1969
DESIGN
DIVISION

4 Trout T
Wills
Hackleman
Scott
R. Olson
Carstensen

orig to Morgan

cc Young Barbee 7.

1-16-69

RECEIVED
JAN 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

No action necessary

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 6 - 1968
FORM E-30 (12-67)
FOR FILE

I-5-2(67)59
7561

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1968

v.f.

SUBJECT: File No. 26155-Coop
Jump Off Joe Creek-Grants Pass
Section
Pacific Highway
Josephine County

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

We have estimated the value of the above property on two bases.

(1) With access -- $12,000.

(2) Without access -- $4,000.

As our agreement with Josephine County does provide access, we believe the property in this instance is worth $12,000.

G. E. ROHDE
Chief Counsel

John R. Oakes
John R. Oakes
Assistant Right of Way Engineer

JRO:CS
cc G. E. Rohde

REFERRED TO
Porter
BY ASST. STATE HWY. ENGR.
Info

Prop. we are trading for release of a part of William Hwy.

RECEIVED
MAY 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

NOTED
LLOYD P. SHAW

NOTED
F. B. KLABOE

NARRATIVE REPORT

Jumpoff Joe Creek - Grants Pass Section
Pacific Highway Josephine County
Prefix 617-1982 March 1968

Work was started on this project in late October, 1967, with small field crew working when not needed on construction jobs. Work progressed through the late fall and winter on a part time basis.

This survey was made to prepare plans and summary of quantities and estimate of cost for overlaying the existing asphaltic concrete pavement. The northerly terminus is at station 724+00 M.P. 251.42, about one mile northerly from the Hugo Interchange. The southerly terminus is at station 1205+60, M.P. 260.52, which is the beginning of the PCC pavement and also the southerly end of the 6th street overpass, overall length is 8.87 miles.

Construction center lines were retraced and a common center line for the north and south bound lanes was run in the median areas; (for most of the project these lines were identical) Three line profiles were taken on both sets of traffic lanes and cross sections taken at 500-foot intervals for a check on roadbed width. As a part of this project we are combining the quantities for the safety proposal work prepared under a separate survey.

Clearing and grubbing will consist of the removal and disposal of light brush and a few small trees on the fill slopes to be flattened and the cut areas where borrow is planned. Also the removal and disposal of sub standard guide posts and damaged guard rail posts.

Embankment in place is set up to flatten the slopes as called for in the safety proposal plans. We have corrected some of the estimates of quantities shown on the safety proposal plans as determined by our spot cross-sections and computations. Material for this work may be obtained from roadbed cuts adjacent to the proposed fill areas. Other sources of material are the waste piles right of station 718 and left of station 932. Materials should be removed as directed by the Engineer to improve safety conditions and general appearance.

Culvert and drainage estimates are taken directly from the safety proposal plans and combined in the estimate for the overlay. We have added the work on the culvert end sections.

Grades for the overlay paving are laid for a total of 4" in two lifts with a minimum of leveling. Our estimate calls for approximately 7,200 tons to level the worst sections. At the structures grades are laid to meet the existing pavement with the base lift at about the ends of the structures and carry the top lift of from 1" to 2" across the structures. On the Jumpoff Joe Creek bridges there is no existing overlay on the concrete decks and a 2-inch lift is needed for leveling. On the Louse Creek bridges and the Sixth Street overpass there is an existing 1½-inch overlay of asphaltic concrete and another lift would make a maximum of 3" on the bridge decks. If this will make too much weight to comply with Bridge Department specifications then we would recommend the existing asphaltic concrete be removed from these decks as the existing overlays are in poor condition and a better riding job is obtained when the top lift is carried continuously across the structures.

About half the existing guide posts on this project are the old style and should be replaced and the remaining are improperly spaced according to present standards and will interfere with guard rail salvage and surfacing re-sloping work. For these reasons we have specified the removal of the old style guide posts under clearing and grubbing, salvage and re-install guide posts which are suitable and furnish and install the balance needed.

All the existing guard rail and median rail will have to be raised to fit the grades of the overlay and much of it will be re-aligned with blocks and extra posts added. We have planned therefor to salvage and re-install all of the existing rail with additional guard rail, median rail, extra posts, blocks, terminal anchors and bridge end connectors to meet plans as set forth in the safety proposal for this project. The existing guard rails and median rails do not have holes drilled closer than the normal 12.5' intervals so when additional posts are placed at 6' 3" intervals or closer the rails will have to be drilled as needed.

Salvaging and re-installing type II fence is included as set forth in safety proposal plans.

The Chancellor Quarry about one-half mile east of the center of the project is the only State owned source of material near the project. Other sources in Jumpoff Joe Creek and Louse Creek are inadequate for this project and quality is questionable. Additional prospective sources would be the commercial plants in the Grants Pass area.

DIVISION SUPPLEMENTAL REPORT

Division recommends that the proposed safety features be included in the contract. Also that the guard rail on the southbound left shoulder be extended ahead from Station 725+21 to discourage median hopping. Latest guard rail terminal design features should be included as a part of the contract.

Form E-368 (Revised)

EGON STATE HIGHWAY DEPARTME

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 617-1982 Highway Pacific I-5 Section Jumpoff Joe Creek-Grants Pass

Highway Class Freeway Date March 1968

Yes	No	N/A*	
			1. Are the following being submitted?
☐	☐	☐	a. Detail Map (Hard Copy). "As Constructed Plans"
☐	☐	☒	b. Small Scale Ownership Map.
☐	☐	☒	c. Abandonment Map.
☐	☐	☒	d. Vicinity Maps (PUC and Structures).
☐	☐	☒	e. RR Encroachment Maps and Cross Sections.
☐	☐	☒	f. Interchange Layout Sheets.
☒	☐	☐	g. Location Profile. Six Line Profile
☒	☐	☐	h. Located Line Cross Sections.
☐	☒	☐	i. Mass Diagram.
☒	☐	☐	j. Earthwork and Other Calculations to Support Estimate.
☒	☐	☐	k. Field Notes.
☐	☐	☒	l. Coordinate Sheets.
☐	☒	☐	m. Clearing and Grubbing Chart.
☐	☒	☐	n. Report on Bench Mark Recoveries (Form E-369)
☐	☐	☐	(1) Description of Bench Mark (Form E-185).
☐	☐	☐	(2) Report on Condition of Bench Mark (Form E-186).
☐	☐	☒	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☐	☐	☒	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☐	☒	q. Property Appraisal and justifications for alternate facilities.
☒	☐	☐	r. Preliminary Soils and Material Report.
☒	☐	☐	s. Statement of Source of Materials and Stockpile Site (Form E-368).
☐	☐	☐	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☐	☒	u. Estimate for Movement of Utilities.
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
☐	☐	☒	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐	☐	☒	3. Have all required temporary easements been designated as to area, type and duration?
☒	☐	☐	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☐	☐	☐	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☒	☐	6. Have you investigated drift conditions (snow and sand)?
☐	☒	☐	7. Are there slide conditions apparent?
☐	☒	☐	8. Have you been over this project with a Soils representative?
☐	☒	☐	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile?
☒	☐	☐	a. Roadbed Grading, with Surfacing.
☐	☐	☒	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☒	d. Hand Placed Slopes.
☐	☐	☒	e. Rip Rap Work.
☐	☐	☒	f. Irrigation Ditches.
☐	☐	☒	g. Special Drainage Ditches.
☐	☐	☒	h. Channel Changes.
☐	☐	☒	i. Flumes.
☐	☐	☒	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage).
☐	☒	☐	11. Is relocation of a scale site necessary?
☐	☒	☐	12. Does this project involve construction of a frontage road?
☐	☒	☐	13. Will there be unusual difficulty in handling traffic during construction?
☒	☐	☐	14. Have all important alignment points been referenced?
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

Signature R. L. Chapman
Locating Engineer

* Non Applicable

Address P. O. Box 306, Grants Pass, Oregon

Form [illegible]-7-60

OREGON STATE HIGHWAY DEPARTMENT

Statement of Material Sources and Stock Pile Sites

(This statement to be prepared by Division Engineer and submitted in triplicate with Special Provisions to the Salem Office.)

Date March 21, 1968. County Josephine

Section Jumpoff Joe Creek - Grants Pass Highway Pacific

Length 8.86 miles. Limits . . . . Sta. 744+00 to Sta. 1203+40

Type of improvement Overlay existing Asphaltic Concrete Pavement

Surveyed by A. L. Chapman Year 1967 - 68

SPECIFIED STOCK PILE SITES AND SOURCES OF MATERIALS

Site No.	Used	New	Kind	Dist. Lt.	Dist. Rt.	Sta.	M. P.	Owner	Hwy. Map File No.	Lab. No.
1	X		Q	1½ Mi		930		State (OSHD)	1R-5-733	

Q. = Quarry or Quarry Site; G. P. = Gravel Pit; G. B. = Gravel Bar; B. P. = Borrow Pit; T. D. = Talus Deposit; S. P. = Stock Pile Site; Adj. = Adjacent to.

ADDITIONAL DATA:

a. Descriptions and maps required for above submitted ____________, 19__.

b. Hauling roads required? Yes. Data submitted ____________, 19__.

c. Are all required sites included? Yes. Balance when? ____________

Signed ____________
Division Engineer

NOTE: Additional data and remarks should be made on the back of this report.

State Printing 20007

Form E-49—30M

TABULATION SHEET

SHEET 1 OF 2 SHEETS

OREGON STATE HIGHWAY DEPARTMENT

Jumpoff Joe Creek - Grants Pass Section
Pacific Highway Josephine County
Prefix 617-1982 March 1968

SUMMARY OF QUANTITIES

ITEM	Unit	Net Quantity	Allowance	Total Quantity
1. Clearing & Grubbing	Lump Sum	All		All
2. Embankment in Place	Cu. Yd.	16,480	1,620	18,100
3. Finishing Roadbed & Slopes	Mile	8.87		8.87
4. Trench Excavation	Cu. Yd.	78	12	90
5. 18-inch Culvert Pipe	Lin.Ft.	246	24	270
6. 24-inch Culvert Pipe	Lin. Ft.	106	14	120
7. 30-inch Culvert Pipe	Lin. Ft.	24	3	27
8. 36-inch Culvert Pipe	Lin. Ft.	20	2	22
9. 60-inch Culvert Pipe	Lin. Ft.	20	2	22
10. Salvage & Re-install End Sections, 18-inch	Each	5	1	6
11. Salvage End Sections, 30-inch	Each	2	--	2
12. Furnish & Install End Sections, 18-inch	Each	6	1	7
13. Furnish & Install End Sections, 24-inch	Each	3	1	4
14. Concrete Inlets, Type G-2	Each	6	1	7
15. ¾" - 0 Material in Shoulders	Ton	10,028	972	11,000
16. Watering	M-Gal.	163	17	180
17. RS-1 Asphalt in Tack Coat	Ton	71	7	78
18. Class "B" Asphaltic Concrete Mixture	Ton	107,641	10,359	118,000
19. Asphalt Cement in Mixture	Ton	5,920	580	6,500
20. Salvage Guide Posts	Each	594	56	650
21. Guide Posts, Salvaged Posts	Each	472	48	520
22. Furnish & Install Guide Posts, Y-2	Each	18	2	20

Form E-43—30M

TABULATION SHEET

SHEET 2 OF 2 SHEETS

OREGON STATE HIGHWAY DEPARTMENT

Jumpoff Joe Creek - Grants Pass Section
Pacific Highway Josephine County
Prefix 617-1982 March 1968

SUMMARY OF QUANTITIES

ITEM	Unit	Net Quantity	Allowance	Total Quantity
3. Guard Rail	Lin. Ft.	8,375	825	9,200
4. Median Barrier Rail	Lin. Ft.	200	20	220
5. Rail End Pieces	Each	98	8	106
6. Guard Rail Blocks	Each	6,025	575	6,600
7. Extra Guard Rail Posts	Each	2,020	180	2,200
8. Salvaging Guard Rail	Lin. Ft.	22,075	2,225	24,300
29. Salvaging Median Barrier	Lin. Ft.	9,225	875	10,100
0. Guard Rail, Salvaged Guard Rail	Lin. Ft.	22,075	2,225	24,300
31. Median Barrier, Salvage Median Barrier	Lin. Ft.	9,225	875	10,100
32. Guard Rail Terminal Anchors	Each	68	7	75
33. Guard Rail Bridge End Anchors	Each	18	2	20
34. Salvage Type II Fence	Rod	82	8	90
35. Type II Fence, Salvaged	Rod	82	8	90

Form E-49—30M

TABULATION SHEET

SHEET 1 OF 2 SHEETS

OREGON STATE HIGHWAY
DEPARTMENT

Jumpoff Joe Creek - Grants Pass Section
Pacific Highway
Josephine County
Prefix 617-1982
March 1968

ESTIMATE OF COST

ITEM	Unit	Quantity	Unit Cost	Amount
1. Clearing & Grubbing	Lump Sum	All		5,000.00
2. Embankment in Place	Cu. Yd.	18,100	1.10	19,910.00
3. Finishing Roadbed & Slopes	Mile	8.87	500.00	4,435.00
4. Trench Excavation	Cu. Yd.	90	4.00	360.00
5. 18-inch Culvert Pipe	Lin. Ft.	270	4.80	1,296.00
6. 24-inch Culvert Pipe	Lin. Ft.	120	6.00	720.00
7. 30-inch Culvert Pipe	Lin. Ft.	27	8.80	237.60
8. 36-inch Culvert Pipe	Lin. Ft.	22	12.25	269.50
9. 60-inch Culvert Pipe	Lin. Ft.	22	30.00	660.00
10. Salvage & Re-install End Sections, 18-inch	Each	6	35.00	210.00
11. Salvage End Sections, 30-inch	Each	2	50.00	100.00
12. Furnish & Install End Sections, 18-inch	Each	7	50.00	350.00
13. Furnish & Install End Sections, 24-inch	Each	4	65.00	260.00
14. Concrete Inlets, Type G-2	Each	7	190.00	1,330.00
15. $\frac{3}{4}$" - 0 Material in Shoulders	Ton	11,000	2.25	2,475.00
16. Watering	M-Gal.	180	3.00	540.00
17. RS-1 Asphalt in Tack Coat	Ton	78	60.00	4,680.00
18. Class "B" Asphaltic Concrete Mixture	Ton	118,000	4.20	495,600.00
19. Asphalt Cement in Mixture	Ton	6,500	35.00	227,500.00
20. Salvage Guide Posts	Each	650	1.50	975.00
21. Guide Posts, Salvaged Posts	Each	520	3.00	1,560.00
22. Furnish & Install Guide Posts, Y-2	Each	20	7.00	140.00

Form E-49—30M

TABULATION SHEET

SHEET 2 **OF** 2 **SHEETS**

OREGON STATE HIGHWAY DEPARTMENT

Jumpoff Joe Creek - Grants Pass Section
Pacific Highway Josephine County
Prefix 617-1982 March 1968

ESTIMATE OF COST

ITEM	Unit	Quantity	Unit Cost	Amount
23. Guard Rail	Lin. Ft.	9,200	2.60	23,920.00
24. Median Barrier Rail	Lin. Ft.	220	4.10	902.00
25. Rail End Pieces	Each	106	5.00	530.00
26. Guard Rail Blocks	Each	6,600	1.80	11,880.00
27. Extra Guard Rail Posts	Each	2,200	9.25	20,350.00
28. Salvaging Guard Rail	Lin. Ft.	24,300	0.70	17,010.00
29. Salvaging Median Barrier Rail	Lin. Ft.	10,100	0.90	9,090.00
30. Guard Rail, Salvaged Guard Rail	Lin. Ft.	24,300	0.75	18,225.00
31. Median Barrier, Salvaged Median Barrier Rail	Lin. Ft.	10,100	2.00	20,200.00
32. Guard Rail Terminal Anchors	Each	75	90.00	6,750.00
33. Guard Rail Bridge End Anchors	Each	20	125.00	2,500.00
34. Salvage Type II Fence	Rod	90	2.20	198.00
35. Type II Fence, Salvaged Fence	Rod	90	4.00	360.00
				900,523.10
Engineering & Contingencies 20%				180,104.62
		Total		1,080,627.72

JUL 7 - 1967

FOR FILING

FORM PR-121 (11-66)

I-5-2(57)5

7561

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 28, 1967

In reply refer to: 08-35.EC/710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's June 9 and 19, 1967 letters transmitted four items for inclusion in the subject program. These Stage 2 Preliminary Engineering and Construction Phase projects are approved today:

Item	Project	Location	Work
496	I-80N-2(38)53	Starvation Creek Rest Area	Rest Area Facilities
497	I-5-2(56)100	Myrtle Creek-Canyonville	PE (Future Stage Const)
498	I-5-1(67)36	Rock Point-Seven Oaks	PE (Future Stage Const)
499	I-5-2(57)59	Jumpoff Joe Crk-N. Grants Pass	PE (Future Stage Const)

On Item 496, I-80N-2(38)53 Starvation Creek Rest Area, you were advised by our June 22, 1967 memorandum on Project I-80N-2(35)43 of the Interstate fund eligibility of contract work of this rest area under the Cascade Locks-Mitchell Point contract. This program approval now provides for the rest area facilities including the water system, lighting and landscaping.

Items 497, 498 and 499; Preliminary Engineering projects: In accordance with our October 20, 1965 memorandum concerning Oregon Project I-5-4(22)228 we will expect you to clearly delineate the degree of access control on the crossroads. In addition we will expect that all utility access rights will be acquired. Your certification concerning such rights should specifically make reference to these two features and be applicable thereto. With this understanding you are authorized to proceed with all phases of preliminary engineering on these three projects.

This action provides for improvement on 25.41 miles of Interstate Highways at a total estimated cost of $126,000 of which $115,000 is reserved as Federal-aid Interstate funds.

7-6-67

REFERRED TO
Young
Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROG
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 6-19-67

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 I-5 Grants Pass N. 8.68 miles 65	**ADT**	PRESENT 3,750	FUTURE (66) 11,200 (70)	YEAR (71) 77 (72)	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Preliminary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73) · PL. AUTH YR (74) (75)
							COUNTY NAME Jose
CARD 4	CLASS OF FEDERAL FUNDS Interstate						ROUTE NO. I · FEDERAL-AID I-5
	NAME OF URBAN AREA 17-31						ESTIMATED PROJECT COST

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-5 Grants Pass North 8.68 miles (Jumpoff Joe Creek-N. Grants Pass Section)	8.68	12,000	11,000
5					**ROW**					
5					**CONST** (CODE)					
							PROJECT TOTALS	8.68	12,000	11,000
									(16) (23)	(24)

CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

6-19-67

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT 3,750	FUTURE 11,200	YEAR 77	REGION 35	STATE NAME Oregon	STATE CODE 35	APPN CODE 042	ITEM NO. 499

DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) I	NUMBER 5-2(57)	SEQ. NO.	I. Projects Only POST MI. 59 DESIG.

COUNTY NAME Josephine CODE 033

PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE NO. I FEDERAL-AID I-5 STATE U.S. I-5

ESTIMATED PROJECT COST BY PHASES

	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
68	12,000	11,000	1,000		Preliminary Engineering all phases. (For future stage construction of additional pavement layers or existing 4-12' lanes pavement structure)
.68	12,000	11,000	1,000		

REMARKS
Additional Data: Items 11,22 & 60
Projects I-5-2(8)59, I-5-2(10)62 & I-5-2(13)62

REMARKS - continued

The proposed project consists of all phases of P.E. for detailed design analysis and P.S. & E. preparation of additional pavement layers to provide sufficient structural strength to assure desired serviceability during the design period 1957 to 1977 in accordance with IM-21-1-67.

The estimated cost of the P.E. is as follows:

Field work	$ 8,500
P.S. & E. preparation	3,500
Total	$12,000

7561 Jumpoff Joe Cr.-Grants Pass Sec. 1972
of Pacific Hwy., N. of Grants Pass
(Grad., pav., guardrail, struct.) #2

7561

R

May 1, 1975

S. D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, WA 98661

Attention: John R. Lofgren

Gentlemen:

Thank you for your letter of April 25 with attached Release from Harry Williams of City Galvanizers Company stating that they have received $3,561. This appears to be in reference to their claim which was previously filed on your Contract No. 7561, Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway in Josephine County.

This information will be noted in our records and we are advising all other interested parties of the release of this claim.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:js

cc St. Paul Fire & Marine Insurance Company
700 N. E. Multnomah
Portland, OR 97232

Harry Williams Enterprises
2621 N. Albina Avenue
Portland, OR 97227

bc C. T. Keasey

5-1-75
noted
on
card
js

AREA CODES - VANCOUVER 206, PORTLAND 503 EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

April 25, 1975

Mr. Cecil W. Head
Commissions Services
Department of Transportation
State Highway Building
Salem, Oregon 97310

Re: OSHD Contract #7561
Your Letter of 3/10/75
Claim

Dear Sir:

Please find attached a signed and notarized release from Harry Williams of City Galvanizers Company regarding any and all claims they had on the above captioned contract.

Very truly yours,

John E. Lofgren
S. D. Spencer & Son

JEL/jl

Enc.

cc: Harry Williams Enterprises
Victor S. Risley Co. - St. Paul

RECEIVED
APR 28 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

RECEIVED
APR 28 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE

TO: S. D. SPENCER & SON
4614 N. E. 72nd Avenue,
VANCOUVER, WASHINGTON.

RE: OREGON STATE HIGHWAY PROJECT KNOWN AS JUMPOFF JOE CREEK-GRANTS PASS SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY CONTRACT NO. 7561

In consideration of payment of ~~THREE THOUSAND, SEVEN HUNDRED NINETY TWO DOLLARS AND SEVENTY NINE CENTS (3,792.79)~~ 3561^{00} H.W., the undersigned CITY GALVANIZERS COMPANY, hereby releases and discharges all claims filed on the Oregon State Highway Project known as Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway in Josephine County, Contract No. 7561. The undersigned further releases the State of Oregon, S. D. Spencer & Son, its bonding company from all claims in connection with said Oregon State Highway Project.

DATED: 4-25-75

CITY GALVANIZERS COMPANY

BY Harry Williams

STATE OF OREGON)
) ss
COUNTY OF Multnomah)

On this 25th day of April, 1975 before me Harry Williams, personally appeared ______________, known to me to be the person who executed the within instrument on behalf of the Company therein named and acknowledged to me that such company executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

C Culligan

My Commission expires:
March 8, 1978

STATE OF OREGON 1859

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

Job
CK OUT
FILE
Venn

March 10, 1975

Harry Williams Enterprises
2621 N. Albina Avenue
Portland, OR 97227

RECEIVED
MAR 12 1975
S D SPENCER & SON

Gentlemen:

This is to acknowledge receipt of your claim letter of February 28, 1975, informing us that S.D. Spencer & Son owes you for material in the amount of $3,792.79.

From the description given in your letter, this appears to be in reference to S.D. Spencer's Contract No. 7561, Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway in Josephine County. This contract was completed on November 3, 1972, and was accepted by the State Highway Division on July 24, 1973.

The St. Paul Fire and Marine Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:js

cc St. Paul Fire & Marine Insurance Company
700 N.E. Multnomah
Portland, OR 97232

S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

RECEIVED
APR 28 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

Harry Williams Enterprises

2621 N. ALBINA AVE. PORTLAND, OREGON 97227 PHONE 288-0467

February 28, 1975.

CITY GALVANIZERS Co.

Mr. Carroll T. Keasey,
Construction Engineer,
504 Executive House Office,
325 13th Street N. E.,
Salem, Oregon 97310.

Dear Sir:

Re: S. D. Spencer Company.

We delivered material under Purchase Order #835 for the above company, for the Jumpoff Joe Creek, and have not received a balance of $3,792.79 for same.

In my conversation with your office, we were given the information to render our claim to you.

We completed these jobs and delivery was timely.

Very truly yours,

H. Williams.

HW:JMB.

RECEIVED
APR 28 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

Routing
Keasey
Bond
Jacklnond
Harwood
Johnson
Walker
RECEIVED
MAR 3 1975
CONSTRUCTION
SECTION
Scofield
Glenn
Berg

7561

March 10, 1975

Harry Williams Enterprises
2621 N. Albina Avenue
Portland, OR 97227

Gentlemen:

This is to acknowledge receipt of your claim letter of February 28, 1975, informing us that S.D. Spencer & Son owes you for material in the amount of $3,792.79.

From the description given in your letter, this appears to be in reference to S.D. Spencer's Contract No. 7561, Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway in Josephine County. This contract was completed on November 3, 1972, and was accepted by the State Highway Division on July 24, 1973.

The St. Paul Fire and Marine Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

GWH:je

cc St. Paul Fire & Marine Insurance Company
700 N.E. Multnomah
Portland, OR 97232

S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

3/10/75
Noted on card

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR
March 3, 1975

SUBJECT: Claim - Contract 7561
Jumpoff Joe Creek -
Grants Pass

FROM: C. T. Keasey
Construction Engineer

TO: Cecil Head
Commission & Staff Services

John T. Scofield

By: John T. Scofield

Attached is a claim for money due for materials supplied by Harry Williams Enterprises - City Galvanizers Co. on Contract 7561. Material was supplied to S. D. Spencer & Son, prime contractor, on project.

This project was completed November 3, 1972, and has probably been finaled out. If so, I assume the claim is too late.

CTK:mk

Attach.

cc: But Shirley/attach.

Harry Williams Enterprises

2621 N. ALBINA AVE. PORTLAND, OREGON 97227 PHONE 288-0467

February 28, 1975.

Mr. Carroll T. Keasey,
Construction Engineer,
504 Executive House Office,
325 13th Street N. E.,
Salem, Oregon 97310.

Dear Sir:

Re: S. D. Spencer Company

We delivered material under Purchase Order #835 for the above company, for the Jumpoff Joe Creek, and have not received a balance of $3,792.79 for same.

In my conversation with your office, we were given the information to render our claim to you.

We completed these jobs and delivery was timely.

Very truly yours,

H. Williams.

HW:JMB.

Routing
Keasey RECEIVED Scofield
Bond Glenn
Jackmond MAR 3 1975 Berg
Harwood
Johnson CONSTRUCTION
Walker SECTION

City Galvanizers Company

- GALVANIZING
- STRIPPING
- PICKLING

2621 N. Albina
PORTLAND, OREGON 97227
PHONE 288-0161

MARCH 15, 1974

S. D. Spencer,
4614 N. E. 72nd,
Vancouver, Wn.

Gentlemen:

Attached is statement of account which is now long past due. Therefore, if I do not hear from you within ten days, it will be necessary to go back to the original date of these invoices, and compute interest as of that date. If you will read the fine print at the bottom of these invoices, you will see that this is a legal contract.

May I please hear from you regarding this past due account.

Very truly yours,

HW:JMB

Harry Williams.

2-7-61

15

Salem, Oregon
December 20, 1974

J. H. Versteeg
Road Design Engineer

Jump Off Joe Cr. - Grants
Pass Section
[redacted]
Josephine County

David G. Talbot
State Parks Superintendent
BUILDING

Attention: Mr. Ray Wilson

Attached is the description package covering a 60 foot access to Park property acquired under File 48109, as requested by Arnold Slack in his letter of December 9, 1974.

This involves 3 properties (Files 48444, 48445 and 48446) to be acquired plus a conveyance to Glosser (File 48444) of 2.42 acres.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

1 Versteeg ✓
A. Olson
Turpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 20 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To__________
Bring Up___/___/___
Other__________

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 13, 1974

SUBJECT:
Access for
File No: 48109 - Sloan
Section: Jump Off Joe Cr.-Grants Pass
Highway: Pacific
County: Josephine

To: Mr. Ray Wilson
Asst. State Parks Superintendent
SALEM

In a meeting yesterday with adjacent property owner Mrs. Alice Eleanor Glosser, her husband Lee Glosser, and real estate representative Bob Loveless, agreement was reached on the State receiving 60' access to the Park's property File 48109. Josephine County Planning & Zoning requires a 60' access. Mrs. Glosser presently has a 50' easement to Scenic Drive.

Assuming the State is successful in achieving 60' access across the two other properties to Scenic Drive, the following deeds will be drawn by the State and exchanged with Mrs. Glosser:

1. The State will receive a deed to the Department of Transportation for 60' wide by about 1750' along the freeway right of way, with a reservation by grantors for future access and use. It is agreed that when either party desires to build a road on this 60', it shall be dedicated.

2. The State by exchange will deed to Alice Eleanor Glosser an equal area along the easterly line of Tax Lot 700, Section 6, Township 35S, Range 6 W.

3. Glossers now have a nonexclusive easement 50' wide along the freeway to Scenic Drive. They will extend this easement to the State and the State agrees to try to secure 60' width from the two intervening owners, and if possible secure deeds from the two owners to the State, looking forward to dedication of a public road.

As previously stated, no action by either party is indicated until I have resolved the access question with the two easterly neighbors. Region Design is now preparing a map to give me areas and a presentation to these owners.

Al Brown
Al Brown
Right of Way Agent

AB:bjl
Enclosures
cc: Mrs. Alice Eleanor Glosser
Bob Loveless

STATE COPY

5

75601 ✓ 11-7-73

OSHD (Coulter)
Region
Wash DC

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

ch

REGION NO. 10	REPORT NO. 17	COUNTY Josephine	DIVISION Oregon
DATE OF REPORT 11/7/73	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. I-5-2(67)59
COMPLETION DATE 11/3/72	ACCEPTANCE DATE BY CONTRACT AGENCY 11/28/73	TIME ELAPSED 112 %	CONTRACT TIME 360 days
APPROVED EXTENSIONS 70 days	LOCATION Interstate north from Grants Pass to Jumpoff Joe Creek		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

JUMPOFF JOE CREEK-GRANTS PASS SECTION
PACIFIC HIGHWAY
Grading, Paving, Guardrail & Structures

All of the minor discrepancies mentioned in the final inspection report (Report No. 15) have been corrected and acceptance is recommended.

RECEIVED
STATE HWY ENGR
NOV 9 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

COPY SENT
NOV 08 1973
RR.
REGIONAL OFFICE

11-9-73
cy Constr.
Young

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engineer	DATE 11/7/73	TITLE District Engineer	DATE NOV 08 1973

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7561

August 1, 1973

St. Paul Fire & Marine Insurance Co.
700 N. E. Multnomah
Portland, Oregon 97232

Gentlemen:

On July 27, 1973, we wrote to you concerning release of final payment on Contract No. 7561 awarded to S. D. Spencer & Son for work on the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway in Josephine County.

Final payment on this contract is $5,343.29 and the total contract amount is $3,021,413.44 including $80,902.03 for work performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks

cc S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: Dick Hauck
Alfred Shirley

7561

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 12, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Time Extension
Jumpoff Joe Creek-Grants Pass Sec., I-5
Contract No. 7561

S. D. Spencer and Sons, contractor on the subject project, has requested a 69-day extension of their contract time because of delay in scheduling the preconstruction conference and the related timely approval of the contractor's training program, a Labor Day weekend 1971 ordered shutdown that was not formalized, a Memorial Day weekend 1972 shutdown, Price Agreement 5 which added guardrail materials, and other added orders. Contract time started on this project May 22, 1971, with 360 calendar work-days allowed which elapsed on August 22, 1972. The contract was actually completed November 3, 1972, with 69-1/2 days liquidated damages accrued at $300 per day for a total of $20,850.

The Memorial Day weekend 1972 shutdown was formalized and the time was not counted, so this reason is not valid. Twelve days were counted before the preconstruction conference was held. The State made the choice of date and has a responsibility for this 12 days. The contractor could not do any work until the classifications for his on-the-job trainees had been approved by the State and this was to be accomplished at the preconstruction conference. The contractor was given a written notice to avoid activities which would conflict with the traveling public over the 1971 Labor Day weekend and it would have been proper to recognize this as a formal stop work order at the time. Since it was not, we should do so now with a 4-day time extension. On just a time-money basis, Extra Work Orders 3 through 11 and four added Price Agreements would justify 18 days. Work covered by these orders is so intermingled with regular contract work and with each other that allotment of specific days to each is almost impossible. The money value of these 13 orders amounts to over $134,000. The above three reasons justify time amounting to 34 days which would extend the contract time to October 2, 1972.

By that time, the contract was 99 percent complete and the main work done thereafter was on guardrail. This circumstance puts added emphasis on the other reason, namely Price Agreement 5. It covers the installation of new rail members for 26,000 feet of Type II guardrail and 8,575 feet of median barrier instead of re-using the old painted rail. This involved 70 percent and 88 percent, respectively, of the contract quantities for these two items. This change delayed the contractor in ordering the new rail materials and justifies a 36-day extension.

I have granted a 70-day extension of time on this project. This was a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the July 10 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
Alfred Shirley
V. L. Gallagher

JAB:fw dpy

7561

June 12, 1973

S. D. Spencer and Sons
4614 N.E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

Your request for a time extension of 69 days for work on Contract No. 7561, the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway in Josephine County, has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 70 days is granted which will eliminate all time liquidated damages on this project.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
~~J. H. Versteeg~~ alfred Shirley
Bill E. Brown
V. L. Gallagher

fw dpy

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1973

SUBJECT: Jumpoff Joe Creek-Grants Pass Section
Contract No. 7561
Request for Time Extension

To: H. S. Coulter
Assistant State Highway Engineer

John A. Bond

FROM: John A. Bond
Construction Administration Engineer

S. D. Spencer and Sons requests 69 days time extension because of State-caused delay in preconstruction conference and the related approval of trainee program, a 1971 Labor Day weekend ordered shutdown that was not formalized, a Memorial weekend 1972 shutdown (which was formalized and the time has not been counted, so the contractor is in error on this reason), the P. A. 5 added guardrail materials, and other added orders. Contract time started on this project May 22, 1971 with 360 calendar workdays allowed which elapsed on August 22, 1972. The contract was actually completed November 3, 1972 with 69-1/2 days liquidated damages accrued at $300 per day for a total of $20,850.

Four of the contractor's reasons are believed to have validity justifying time extension. Twelve days were counted before the preconstruction conference was held and the State seems to have made the choice of date and has a responsibility for this 12 days. Literally, the contractor could not do any work until the classifications for his on-the-job trainees had been approved by the State and furthermore that this would be accomplished at the preconstruction conference. On the face of it, by choosing the date for the preconstruction meeting as we did, we, in effect, caused the contractor a 12-day delay. The wording used on the State's letter involved here has been changed.

The contractor was given a written notice to avoid activities which would conflict with the traveling public over the 1971 Labor Day weekend. At the time this was regarded as only a partial shutdown and the days were counted as usual against the contract allotment. It would have been proper to just recognize this as a formal full stop work order at the time. Since it was not, we should do so now with a 4-day time extension.

On just a time/money basis, Extra Work Orders 3 through 11 and four added Price Agreements would justify 18 days. Work covered by these orders is so intermingled with regular contract work and with each other that allotment of specific days to each is almost impossible. The money value of these 13 orders amounts to over $134,000. It does seem reasonable that changes of this scope justify some time and the time/money approach seems as valid as any.

The above three extension components amount to 34 days recommended which would extend the contract time to October 2, 1972. By then, the contract was 99 percent complete and the main work done thereafter was on guardrail. This circumstance puts added emphasis on the fourth reason, namely, Price Agreement 5. It is nonparticipating and covers the installation of new rail members for 26,000 feet of the Type II guardrail and 8,575 feet of the median barrier. This involved 70 percent and 88 percent respectively of the contract quantities for these two items. The considerations which led up to approval of this Price Agreement in mid-March of 1972 extended over at least 2-1/2 months. This involved laboratory checks on the strength of the existing painted rail, negotiation with the contractor on the pricing of new galvanized rail elements, negotiations with FHWA seeking participation on the change, and reconsideration and a close review of all available information to reach the ultimate decision which was made to enter into the Price Agreement and secure new galvanized rail on a non-participating basis. All this delayed the contractor in ordering his remaining rail requirements. I note that the Resident Engineer's weekly report for September 2 states that guardrail work was slowed by slow delivery of materials. The records show that the contractor pursued the guardrail work over an extended period. He was on it in December and January, 1972, most of March and April, and resumed again in mid-June. I see no basis to fault the contractor's effort in getting the guardrail work accomplished. The material delivery delay caused by the deliberations on PA 5 should justify another 36 days time extension, which would make a total of 70 days recommended and would delete all liquidated damages.

This was a Federal-aid Interstate project. Rough draft letters to the FHWA, the Commission and the contractor are attached.

JAB:fw
Enc.
cc V. L. Gallagher

STATE COPY

AREA CODES - VANCOUVER 206, PORTLAND 503 EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N. E. 72nd Avenue ● Phones: Vancouver 693-4719 ● Portland, 285-9232
VANCOUVER, WASHINGTON 98661

February 8, 1973

Mr. B. E. Brown, Res. Engr.
Oregon State Highway Department
P. O. Box 368
Medford, Oregon 97501

Re: OSHD Contract #7561
Jumpoff Joe Cr.-Grants Pass Sect.
Contractors Request for Time Extension

Dear Sir:

Please find our completed Oregon State Highway Department form E-320, "Contractors Request for Increase in Number of Workdays to Complete Construction Contract", enclosed, and let this letter list our basis for said request.

Our request is as per and for reasons as allowed in Section 108.09 of the Standard Specifications and any other Sections that may apply.

Basis:

1.) In a letter dated May 5, 1971 from the Oregon State Highway Department and signed by Mr. Floyd Query, Secretary of the Oregon State Highway Commission, he instructed us not to start to work on the project until we had received approval of the number of trainees to be trained in each classification. This was to be accomplished at the Pre-Construction Conference on June 2, 1971. (Said date being established by the Oregon State Highway Department). On June 3, 1971 we asked by letter that the count of calendar workdays not be started until June 3, 1971, because approval as requested in Mr. Query's letter was not given until June 2, 1971. Discussions with the Oregon State Highway Department developed that should it be necessary for additional contract time they would give our request consideration. There is a total of 12 calendar workdays involved.

2.) On September 2, 1971, the Oregon State Highway Department requested we curtail operations because of Labor Day holiday traffic and noted that an extension of contract time would be considered if needed. Four (4) calendar workdays involved.

STATE COPY

3.) On May 24, 1972, we received instructions from the Oregon State Highway Department to close down work for Memorial Day traffic from Noon, May 26, 1972 to Tuesday A. M., May 30, 1972 and that a time extension would be considered if needed. Three and one half (3½) Calendar Workdays involved.

4.) Force Account Work Orders numbered 3, 8, 9, 10 and 11 required us to take man power and equipment from contract items. The following workdays for the individual Force Accounts were; F.A. #'s 3 and 10 - 7 workdays, F.A. #8 - 6 workdays, F.A. #9 - 16 workdays and F.A. #11 - 5 workdays for a total of 34 workdays. Converting workdays to calendar work days on the basis that 5 workdays are equivalent to 7 calendar workdays the 34 workdays involved are equivalent to a 48 calendar workday extension to cover this work.

5.) Final completion of the project on November 3, 1972 was accomplished by the placing of the last shipment of guardrail and median barrier materials that was received on the job October 30, 1972.

In a letter to the Oregon State Highway Department dated October 2, 1972, we point out the problems created by guard rail and median barrier changes. We futher point out that an extension of time will be needed to accomplish this work. (See enclosed copy of this letter) It is now possible to ascertain the amount of time needed to complete these changes and it was until November 3, 1972, a total of 429 calendar workdays.

Syro Steel Company in a letter (enclosed herein) to us points out some of the problems they had in suppling the changed guardrail and median barrier.

In summation of the above it is apparent that the Contractor did complete the work under Contract #7561 well within the Contract Time allocated in the job as bid.

Awaiting you approval, I remain

Very truly yours,

George D. Spencer
S. D. Spencer & Son

GDS/jl

Enc. (3)

STATE COPY

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

3-8-73

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7561 Contractor S.D. Spencer & Son

Highway Pacific

Section Jumpoff Joe Cr.-Grants Pass

Kind of Work Grading, Paving, Guardrail and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 70 days' extension for delay in preconstruction conference; Labor Day 1971 weekend shutdown; Extra Work Orders 3 through 11; Price Agreements 1, 2, 4 and 7; and change in guardrail and median barrier covered by Price Agreement 5.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No. 7561

Project designation I-5-2(67)59
State-Federal

Date awarded May 4, 1971

Work started 5-22-71

Per cent completed 100% 11-3-72
Date

No. of Workdays Allowed 360 Cal. Workdays

No. of Workdays Used 429

No. of Added Workdays Requested 69

E-665 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date February 8, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of Calendar workdays from 360 days to 429 days, within which to complete our Contract No. 7561, without the assessment of liquidated damages. The said contract is described as follows:

Jumpoff Joe Creek-Grants Pass Section

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED COVER LETTER

Respectfully submitted,

S. D. Spencer & Son
Contractor

By George D. Spencer
George D. Spencer, Owner

CONSENT OF SURETY

Date February 8, 1973

We, St. Paul Fire and Marine Insurance Company, a Minnesota Corporation, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Victor S. Risley
Victor S. Risley, Attorney-in-fact (SEAL)

Resident Agent

S. D. SPENCER & SON
Construction, Trucking and Equipment Rental
4614 N. E. 72nd Avenue ● Phones: Vancouver 693-4719 ● Portland, 285-9232
VANCOUVER, WASHINGTON 98661

October 2, 1972

Mr. Bill Brown, Res. Engr.
Oregon State Highway Department
P. O. Box 368
Medford, Oregon 97501

Re: OSHD Contract #7561
Jumpoff Joe Cr.-Grants Pass Section
Guard and Median Rail Changes

Gentlemen:

This letter to advise there occured a lapse of 183 calander work-days before final resolution of the required changes in the above referenced guard and median rail, and as a result thereof we were unable to complete our contract within the stipulated time. As of this date we cannot ascertain the total latent effect, however as soon as we can do so, we will submit a formal request for extension of time on our contract.

Early in November, 1971, sections of the existing guard rail were submitted to a testing laboratory for confirmation of compliance with Federal Specifications. Said rail failed these tests and negotiations were started to replace existing rail elements with new elements.

We immediately notified our supplier, Syro Steel Company, that there would more than likely be an increase in guard rail quantity and they should be prepared to furnish same. This notice to Syro was in mid December, 1971, indicating the lapse of time incurred waiting to determine if rail elements would or would not be changed. Verbal negotiations continued through January, 1972 and on January 31, 1972, we submitted a written quote for added cost to supply and install new rail elements in lieu of salvage elements. Your recomendation to the Highway Department in Salem was was forwarded February 2, 1972 and a Price Agreement, No. 5 was prepared dated March 13, 1972, however we did not receive said Price Agreement in our office signed and approved until May 4, 1972. Please be advised that on this date we still did not have final quantity requirements and did not have said quantities until August 8, 1972. As late as June 19, 1972 the curvatures and quantity of curved rail was being changed.

Mailed Both
Copies
10/2/72

This office gave a tentative order to our supplier on June 2, 1972, in an effort to minimize final deley of delivery. We also advised them at that time that we did not have and had been unable to get final quantities but would forward same immediately upon receipt.

In view of the lengthy span of time involved, early November, 1971 until August 8, 1972, in resolution of this change we feel we will be fully justified in our request for an extension of time on this contract.

Very truly yours,

V. Kirby

Vern C. Kirby
S. D. Spencer &Son

VCK/JL

cc: Jim Kirwan

STATE COPY

SYRO STEEL COMPANY
WESTERN DIVISION

[redacted]
Area Code 801

950 West 400 South
P. O. Box 835
Centerville, Utah 84014

RECEIVED
AUG 7 1972
S. D. SPENCER & SON

August 3, 1972

Mr. George D. Spencer
S. D. Spencer & Son
4614 North East 72nd Avenue
Vancouver, Washington 98902

Dear Mr. Spencer:

In re: O.S.H.D. Contract No. 7561

Thank you for your letter of July 28. There are, however, several things we would like to bring to your attention.

You are, no doubt, aware of the delays and changes in regards to guardrail items to be used on this particular contract.

We, as yet, have not received firm quantities on any item. Oregon, like most other states, has its special items typical to Oregon only: backup plates, A123; 26" studs for median; special size splice bolts; special curved guardrail on bridge ends, etc. Unless we have firm quantities, we cannot put these items in our inventory. If we overstock, we are stuck.

When Mr. Denton originally ordered the steel for this project (verbally), we were told that delivery would be in January, 1972. We produced the 6" channel and guardrail to cover the estimated quantities. Delivery was extended indefinately, however, and quantities became questionable.

Because of the narrow profit margin, we cannot stockpile this material over extended periods. During the ensuing months, the rail and channel were shipped to other jobs. This has posed no great problem for a normal delivery as far as those basic items are concerned; however, it does create a severe problem on hardware and specials.

In your case, we ran low on backup plates. We are now LOW on 26" studs and, as yet, have no firm quantities on studs and other specials previously mentioned.

We certainly value you as a customer and hope to meet your delivery requirements, but we must have sufficient information and time to produce the material by the required release date.

Sincerely,

E. T. Johnson
Sales Manager

rs

7561

5

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: June 7, 1973

In reply refer to: 10-35-DB

SUBJECT: Oregon Project I-5-2(67)59
Jumpoff Joe Creek-Grants Pass Section
Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

Response is made to your March 28, 1973 letter requesting our concurrence on a 70-day time extension.

We concur in your recommendation to extend the contract time 70-days as supported in your letter.

G.K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
JUN 8 '73
REFER TO
Coulter THA
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
A. E. JOHNSON
orig. - 6-8-73

RECEIVED
JUN 11 1973
Office of
Assistant State Highway Engineer

6-11-73
Kesey
Shirley
Gallagher

5

7561

March 28, 1973

TO Vernon V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

*7561

SUBJECT Jumpoff Joe Creek-Grants Pass Section
Pacific Highway
Oregon Project No. I-5-2(67)59
Request for Time Extension

S. D. Spencer and Sons has requested a 69-day time extension because of (1) a delay caused by the State in scheduling the preconstruction conference and the related trainee program approval; (2) a 1971 Labor Day weekend ordered shutdown (which was not formalized); (3) a 1972 Memorial weekend shutdown (which was formalized and the time has not been counted, so the contractor is in error on this reason); (4) added guardrail materials (Price Agreement 5); and (5) other added orders. The contract time on this project started May 22, 1971, with 360 calendar workdays being allowed, which terminated on August 22, 1972. The contract was completed November 3, 1972, with 69½ days of liquidated damages at $300 per day for a total of $20,850.

Four of the above reasons are believed to justify time extension. Twelve days were counted before the preconstruction conference was held, and since the date for the conference was chosen by the State, we accept responsibility for the 12 days. Our letter notifying the contractor of the contract award states that classifications for on-the-job trainees "...shall be accomplished at the pre-construction conference and no work can be started until this matter is resolved."

The contractor was given written notice to avoid activities which would conflict with the traveling public over the 1971 Labor Day weekend. This was regarded as a partial shutdown and the days were counted against the contract allotment; this should have been considered a formal full stop work order. Since this was not recognized at that time, we feel that a four-day time extension should be allowed.

On a time/money basis alone, the Extra Work Orders 3 through 11, and the four added Price Agreements (1, 2, 4 and 7) would account for 18 days. The identity of the work covered by these orders was lost within the scope of the regular work so that allocating specific days to each order is not possible. The value of these thirteen orders is in excess of $134,000. It seems reasonable that changes of this magnitude involve time, and the time/money approach appears valid.

The above three recommended time extensions amount to 34 days, which would extend the contract time to October 2, 1972. The contract at that time was 99 percent complete and the primary remaining work to be performed was on the guardrail. This places added emphasis on Price Agreement 5, which covers the installation of 26,000 feet of Type II guardrail and 8,575 feet of the median barrier--this involves 70 and 88 percent, respectively, of the contract quantities for these two items. The considerations preceding the approval of this Price Agreement extended at least 2½ months, which involved laboratory checks on the strength of the existing painted rail, negotiation with the contractor on the price of the new galvanized rail elements, and contact with Federal Highway Administration. In addition, all available information was reviewed to arrive at the decision to enter into the Price Agreement for new galvanized rail. This caused a delay for the contractor in ordering his remaining rail requirements. It is noted that the Resident Engineer's weekly report for September 2 states that the guardrail work did not progress as anticipated because of the slow delivery of materials. The records show that the contractor performed guardrail work over an extended period (in December, 1971, and January, most of March, April and in mid-June, 1972). It appears that the contractor made every effort to accomplish the guardrail work within a reasonable time. The delay in delivery of material caused by the events leading to approval of Price Agreement 5 justifies another 36 days' time extension.

We recommend a 70-day time extension be granted to the contractor, which will delete all liquidated damages. Your concurrence is requested.

JAB:fw/HSC:ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
J. H. Versteeg
V. L. Gallagher

75561 5

STATE COPY

MONTHLY TRANSACTION NUMBER 1-63	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	E Oregon
PROJECT REPORT NUMBER 12	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Josephine
MODIFICATION NUMBER 1	1-16-73	PROJECT NUMBER I-5-2(67)59 Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 14, 19 71, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,152,693	$ 3,278,989
Federal Funds	$ 2,908,673	$ 3,021,500
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantity and approved extra items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of January, 1973.

Oregon State Highway Division
(Official name of Highway Department)

By L.O. Young for E.S. Hunter

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)
for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal Aid Project
No. I-5-2(67)59 Safety

JUMPOFF JOE CR.-GRANTS PASS SECTION

PACIFIC HIGHWAY IN JOSEPHINE COUNTY

Salem, Oregon, January 15, 1973

Revised Project Agreement Estimate.

Type Code 6201
Roadway Paving (Sta. Lw 724+00 to Sta. L 1205+55.15)

Mobilization	All Required (20%)		$ 8,000.00
Furnishing Field Laboratory Building	1 only	$1,500.00	1,500.00
Temporary Protection and Direction of Traffic	All Required (50%)		20,000.00
Clearing and Grubbing	All Required (20%)		10,000.00
Removal of Structures and Obstructions	All Required (20%)		8,000.00
Ditch Excavation	10 cu.yd.	3.00	30.00
Embankment in Place	22,400 cu.yd.	1.75	39,200.00
Trench Excavation	1,750 cu.yd.	4.00	7,000.00
Obliteration of Roadway	3,900 sq.yd.	0.60	2,340.00
Watering	400 M-gal.	0.01	4.00
Bituminous Base Mixture	7,100 ton	5.30	37,630.00
Asphalt in Bituminous Base Mixture	390 ton	45.00	17,550.00
1" - 0 Aggregate Base	2,700 ton	2.90	7,830.00
Ditch Protection Material	7,200 cu.yd.	4.50	32,400.00
Plant Mix Aggregate Base	24,000 ton	3.30	79,200.00
Class "B" Asphalt Concrete Mixture	135,500 ton	5.30	718,150.00
Class "C" Asphalt Concrete Mixture in Patching	22,000 ton	5.70	125,400.00
Asphalt Cement in Mixture	10,240 ton	45.00	460,800.00
Asphalt in Tack Coat	80 ton	80.00	6,400.00
1" - 0 Aggregate in Prime Coat	280 cu.yd.	6.00	1,680.00
RC-250 Asphalt in Prime Coat	52 ton	80.00	4,160.00
12-inch Culvert Pipe	340 lin.ft.	4.00	1,360.00
18-inch Culvert Pipe	600 lin.ft.	6.00	3,600.00
10-inch Sewer Pipe	670 lin.ft.	3.50	2,345.00
12-inch Sewer Pipe	2,340 lin.ft.	5.00	11,700.00
18-inch Sewer Pipe	870 lin.ft.	8.00	6,960.00
24-inch Sewer Pipe	220 lin.ft.	12.00	2,640.00
Extra for Pipe Under Pavement	300 lin.ft.	15.00	4,500.00
12-inch Paved Culvert End Slopes	1 only	80.00	80.00
18-inch Paved Culvert End Slopes	6 only	90.00	540.00
24-inch Paved Culvert End Slopes	1 only	100.00	100.00
Concrete Manholes	4 only	420.00	1,680.00

Concrete Inlets, Type G-1	10	only	280.00	2,800.00
Concrete Inlets, Type G-2	2	only	320.00	640.00
Concrete Inlets, Type G-2MA	15	only	275.00	4,125.00
6-inch Drain Pipe	1,200	lin.ft.	2.50	3,000.00
Special Filter Material in Drains	60	cu.yd.	10.00	600.00
Type 2 Fence	6,200	lin.ft.	0.65	4,030.00
Concrete Curbs	110	cu.yd.	64.00	7,040.00
Guide Posts, W-1	470	only	7.00	3,290.00
Guide Posts, Y-2	70	only	8.00	560.00
Adjusting Inlets	2	only	150.00	300.00
				$1,649,164.00
Flagging (60% of Contractor's Cost)	All Required (50%)			9,375.00
On the Job Trainees ($0.80 per hr.)	All Required (50%)			1,600.00
				$ 10,975.00
	Subtotal			$1,660,139.00
	10% Engr. & Cont.*			164,513.00
	Total			$1,824,652.00

*Reduced in accordance with paragraph 5 (project field office) of PPM 30-6.

SAFETY IMPROVEMENT:

Type Code 6201

Mobilization	All Required (80%)			$ 32,000.00
Temporary Protection and Direction of Traffic	All Required (50%)			20,000.00
Clearing and Grubbing	All Required (80%)			40,000.00
Removal of Structures and Obstructions	All Required (80%)			32,000.00
Ditch Excavation	390	cu.yd.	3.00	1,170.00
Embankment in Place	116,600	cu.yd.	1.75	204,050.00
Trench Excavation	1,600	cu.yd.	4.00	6,400.00
Obliteration of Roadway	3,800	sq.yd.	0.60	2,280.00
*Furnishing and Placing Topsoil	26,576	cu.yd.	3.00	79,728.00
Watering	4,300	M-gal.	0.01	43.00
Bituminous Base Mixture	3,700	ton	5.30	19,610.00
Asphalt in Bituminous Base Mixture	210	ton	45.00	9,450.00
1" - 0 Aggregate Base	128,000	ton	2.90	371,200.00
Plant Mix Aggregate Base	11,100	ton	3.30	36,630.00
Class "B" Asphalt Concrete Mixture	2,500	ton	5.30	13,250.00
Asphalt Cement in Mixture	160	ton	45.00	7,200.00

1" - 0 Aggregate in Prime Coat	100 cu.yd.	6.00	600.00
RC-250 Asphalt in Prime Coat	18 ton	80.00	1,440.00
12-inch Culvert Pipe	290 lin.ft.	4.00	1,160.00
18-inch Culvert Pipe	2,950 lin.ft.	6.00	17,700.00
24-inch Culvert Pipe	150 lin.ft.	7.00	1,050.00
30-inch Culvert Pipe	70 lin.ft.	9.00	630.00
36-inch Culvert Pipe	70 lin.ft.	11.00	770.00
48-inch Culvert Pipe	15 lin.ft.	30.00	450.00
60-inch Culvert Pipe	50 lin.ft.	33.00	1,650.00
18-inch Paved Culvert End Slopes	44 only	90.00	3,960.00
24-inch Paved Culvert End Slopes	5 only	100.00	500.00
30-inch Paved Culvert End Slopes	4 only	110.00	440.00
36-inch Paved Culvert End Slopes	1 only	120.00	120.00
Concrete Manholes	2 only	420.00	840.00
Concrete Inlets, Type G-2MA	75 only	275.00	20,625.00
Concrete Junction Boxes	1 only	200.00	200.00
6-inch Drain Pipe	6,200 lin.ft.	2.50	15,500.00
8-inch Drian Pipe	220 lin.ft.	3.00	660.00
Special Filter Material in Drains	330 cu.yd.	10.00	3,300.00
Type 2 Fence	2,400 lin.ft.	0.65	1,560.00
Loose Riprap, Class 700	170 cu.yd.	10.00	1,700.00
Capping Inlets	10 only	70.00	700.00
	Subtotal		$ 950,566.00

Type Code Y101

Guard Rail, Type 2A	37,000 lin.ft.	$ 3.00	$ 111,000.00
Metal Median Barrier	9,700 lin.ft.	6.05	58,685.00
Special Metal Median Barrier	330 lin.ft.	6.00	1,980.00
Guard Rail Anchors	80 only	170.00	13,600.00
Extra for Guard Rail Bridge Connections	16 only	200.00	3,200.00
Special Median Barrier Terminals	2 only	400.00	800.00
Extra Posts with Blocks	80 only	14.00	1,120.00
Extra Rail Elements	520 lin.ft.	1.25	650.00
Guide Posts, Y-2	80 only	8.00	640.00
Guide Posts, Flexible	50 only	7.00	350.00
Roadside Seeding & Mulching	20 acre	250.00	5,000.00
	Subtotal		$ 197,025.00

Type Code Y002

Removal of Existing Sign Installations	All Required	$ 1,700.00
Revise Existing Wood Sign Posts	All Required	125.00
Painted Wood Sign Posts	All Required	500.00
Sign Support Footings	All Required	4,000.00

Breakaway Sign Posts	All Required		15,000.00
Single Sign Supports	All Required		1,200.00
Double Sign Supports	All Required		1,300.00
Structure Mounts	All Required		1,000.00
Move Existing Type "A" Signs	All Required		1,800.00
Type "A" and "B" Signs in Place	349 sq.ft.	8.00	2,792.00
Type "C", "D" and "R" Signs in Place	218 sq.ft.	5.00	1,090.00
Type "E", "F", "G" and "M" Signs in Place	99 sq.ft.	5.00	495.00
Thermoplastic Pavement Arrows	2 only	100.00	200.00
			$ 31,202.00
	Subtotal		$1,178,793.00
Flagging (60% of Contractor's Cost)	All Required (50%)		$ 9,375.00
Work by Pacific N.W. Bell	All Required		14,633.51
Temporary Erosion Control	All Required		5,000.00
On the Job Trainees ($0.80 per hr.)	All Required (50%)		1,600.00
PA 2 Install Water & Sewer Conduits	280 lin.ft.	38.00	10,640.00
EWO 4 Construct Temporary Sewage Disposal Field	All Required		6,452.45
EWO 5 Clearing and Grubbing	All Required		1,220.51
EWO 9 Waterproof Bridge Decks	All Required		42,570.22
EWO 10 Install Jute Matting	All Required		1,993.17
EWO 11 Install 4-inch Channel Rail	All Required		1,000.00
SFO #3 Pavement Striping	All Required		3,445.20
			$ 97,930.06
	Subtotal		$1,276,723.06
	10% Engr. & Cont.		127,671.94
	Total		$1,404,395.00

*Increase in bid item.

Type Code X081
Bridge No. 8100A (Sta. "A2" 32+44 to Sta. "A2" 33+36)(Length 92')

Structure Excavation	80 cu.yd.	$ 8.00	$ 640.00
Furnish HP 10 x 42 Steel Piling	425 lin.ft.	6.00	2,550.00
Drive Steel Piles	17 only	140.00	2,380.00
Splice Steel Piles	4 only	30.00	120.00
Class "A" Concrete (150 cu.yds.)	All Required		14,000.00
90'/95' Type IV Prestressed Beams	4 only	4,400.00	17,600.00
Reinforcement (29,000 lbs.)	All Required		4,750.00
Metal Parapet Railing, Single Pipe	208 lin.ft.	9.00	1,872.00

8-inch Culvert Pipe	30 lin.ft.	3.00	90.00
Membrane Waterproofing	280 sq.yd.	5.00	1,400.00
	Subtotal		$ 45,402.00
	10% Engr. & Cont.		4,540.00
	Total		$ 49,942.00

Length of Roadway - - - - - - - - - - - - - 8.935 Miles
Length of Safety Improvement- - - - - - - 0.000 Mile
Length of Structures- - - - - - - - - - - - 0.128 Mile
Total 9.063 Miles

Cost of Roadway Per Mile - - - - - - - - - $204,213.99 (Only Pav. Overlay and Rest Area)

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway Paving	$1,824,652.00	$1,683,423.00	$141,229.00
Safety Improvement	1,404,395.00	1,292,001.00	112,394.00
Structure (Safety Improve.)	49,942.00	46,076.00	3,866.00
Total	$3,278,989.00	$3,021,500.00	$257,489.00

Group 1 - 100%

Prefix No. 617-1073

Contract No. 7561

JUMPOFF JOE CR.-GRANTS PASS SECTION

PACIFIC HIGHWAY IN JOSEPHINE COUNTY

PROJECT NO. I-5-2(67)59

Work by Pacific N.W. Bell

Labor	$ 1,573.46
Overhead	833.47
Materials	1,886.53
Material Salvaged	(13.25)
Equipment	332.00
Contract Work	8,952.30
Total	$13,564.51

Additional Lowering of Cable

Labor	$ 124.00	
Overhead	22.00	
Material	200.00	
Equipment	23.00	
Contract Work	700.00	
	$1,069.00	
		$14,633.51

[illegible]

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 5-57	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Josephine
PROJECT REPORT NO. 8	(PPM 21-7) [illegible]	PROJECT NO. I-5-2(67)59(Safety)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Jumpoff Joe Cr.-Grants Pass Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-7-71	9.063
OTHER (Specify)		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT $ 3,152,693.00	FEDERAL FUNDS $ 2,908,673.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By W. Klabo

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G. K. Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer 14 MAY 1971

FORM PR-2 (REV. 1-70)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Federal-Aid
Project No. I-5-2(67)59 Safety

Oregon State Highway Division

JUMPOFF JOE CR.-GRANTS PASS SECTION

PACIFIC HIGHWAY IN JOSEPHINE COUNTY

SALEM, OREGON, MAY 10, 1971

Project Agreement Estimate.

Type Code 6201
Roadway Paving (Sta. Lw 724+00 to Sta. L 1205+55.15)

Mobilization		All Required	(20%)	$ 8,000.00
Furnishing Field Laboratory Building	1	only	$1,500.00	1,500.00
Temporary Protection and Direction of Traffic		All Required	(50%)	20,000.00
Clearing and Grubbing		All Required	(20%)	10,000.00
Removal of Structures and Obstructions		All Required	(20%)	8,000.00
Ditch Excavation	10	cu.yd.	3.00	30.00
Embankment in Place	22,400	cu.yd.	1.75	39,200.00
Trench Excavation	1,750	cu.yd.	4.00	7,000.00
Obliteration of Roadway	3,900	sq.yd.	0.60	2,340.00
Watering	400	M-gal.	0.01	4.00
Bituminous Base Mixture	7,100	ton	5.30	37,630.00
Asphalt in Bituminous Base Mixture	390	ton	45.00	17,550.00
1" - 0 Aggregate Base	2,700	ton	2.90	7,830.00
Ditch Protection Material	7,200	cu.yd.	4.50	32,400.00
Plant Mix Aggregate Base	24,000	ton	3.30	79,200.00
Class "B" Asphalt Concrete Mixture	135,500	ton	5.30	718,150.00
Class "C" Asphalt Concrete Mixture in Patching	22,000	ton	5.70	125,400.00
Asphalt Cement in Mixture	10,240	ton	45.00	460,800.00
Asphalt in Tack Coat	80	ton	80.00	6,400.00
1" - 0 Aggregate in Prime Coat	280	cu.yd.	6.00	1,680.00
RC-250 Asphalt in Prime Coat	52	ton	80.00	4,160.00
12-inch Culvert Pipe	340	lin.ft.	4.00	1,360.00
18-inch Culvert Pipe	600	lin.ft.	6.00	3,600.00
10-inch Sewer Pipe	670	lin.ft.	3.50	2,345.00
12-inch Sewer Pipe	2,340	lin.ft.	5.00	11,700.00
18-inch Sewer Pipe	870	lin.ft.	8.00	6,960.00
24-inch Sewer Pipe	220	lin.ft.	12.00	2,640.00
Extra for Pipe Under Pavement	300	lin.ft.	15.00	4,500.00

12-inch Paved Culvert End Slopes	1 only	80.00	80.00
18-inch Paved Culvert End Slopes	6 only	90.00	540.00
24-inch Paved Culvert End Slopes	1 only	100.00	100.00
Concrete Manholes	4 only	420.00	1,680.00
Concrete Inlets, Type G-1	10 only	280.00	2,800.00
Concrete Inlets, Type G-2	2 only	320.00	640.00
Concrete Inlets, Type G-2MA	15 only	275.00	4,125.00
6-inch Drain Pipe	1,200 lin.ft.	2.50	3,000.00
Special Filter Material in Drains	60 cu.yd.	10.00	600.00
Type 2 Fence	6,200 lin.ft.	0.65	4,030.00
Concrete Curbs	110 cu.yd.	64.00	7,040.00
Guide Posts, W-1	470 only	7.00	3,290.00
Guide Posts, Y-2	70 only	8.00	560.00
Adjusting Inlets	2 only	150.00	300.00
			$1,649,164.00
Flagging (60% of Contractor's Cost)	All Required (50%)		9,375.00
On the Job Trainees ($0.80) per hr.)	All Required (50%)		1,600.00
			$ 10,975.00
	Subtotal		$1,660,139.00
	10% Engr. & Cont.*		164,513.00
	Total		$1,824,652.00

*Reduced in accordance with paragraph 5 (project field office) of PPM 30-6.

SAFETY IMPROVEMENT:

Type Code 6201

Mobilization	All Required (80%)		$ 32,000.00
Temporary Protection and Direction of Traffic	All Required (50%)		20,000.00
Clearing and Grubbing	All Required (80%)		40,000.00
Removal of Structures and Obstructions	All Required (80%)		32,000.00
Ditch Excavation	390 cu.yd.	3.00	1,170.00
Embankment in Place	116,600 cu.yd.	1.75	204,050.00
Trench Excavation	1,600 cu.yd.	4.00	6,400.00
Obliteration of Roadway	3,800 sq.yd.	0.60	2,280.00
Furnishing and Placing Topsoil	11,100 cu.yd.	3.00	33,300.00
Watering	4,300 M-gal.	0.01	43.00
Bituminous Base Mixture	3,700 ton	5.30	19,610.00
Asphalt in Bituminous Base Mixture	210 ton	45.00	9,450.00
1" - 0 Aggregate Base	128,000 ton	2.90	371,200.00
Plant Mix Aggregate Base	11,100 ton	3.30	36,630.00
Class "B" Asphalt Concrete Mixture	2,500 ton	5.30	13,250.00
Asphalt Cement in Mixture	160 ton	45.00	7,200.00
1" - 0 Aggregate in Prime Coat	100 cu.yd.	6.00	600.00
RC-250 Asphalt in Prime Coat	18 ton	80.00	1,440.00

12-inch Culvert Pipe	290 lin.ft.	4.00	1,160.00
18-inch Culvert Pipe	2,950 lin.ft.	6.00	17,700.00
24-inch Culvert Pipe	150 lin.ft.	7.00	1,050.00
30-inch Culvert Pipe	70 lin.ft.	9.00	630.00
36-inch Culvert Pipe	70 lin.ft.	11.00	770.00
48-inch Culvert Pipe	15 lin.ft.	30.00	450.00
60-inch Culvert Pipe	50 lin.ft.	33.00	1,650.00
18-inch Paved Culvert End Slopes	44 only	90.00	3,960.00
24-inch Paved Culvert End Slopes	5 only	100.00	500.00
30-inch Paved Culvert End Slopes	4 only	110.00	440.00
36-inch Paved Culvert End Slopes	1 only	120.00	120.00
Concrete Manholes	2 only	420.00	840.00
Concrete Inlets, Type G-2MA	75 only	275.00	20,625.00
Concrete Junction Boxes	1 only	200.00	200.00
6-inch Drain Pipe	6,200 lin.ft.	2.50	15,500.00
8-inch Drain Pipe	220 lin.ft.	3.00	660.00
Special Filter Material in Drains	330 cu.yd.	10.00	3,300.00
Type 2 Fence	2,400 lin.ft.	0.65	1,560.00
Loose Riprap, Class 700	170 cu.yd.	10.00	1,700.00
Capping Inlets	10 only	70.00	700.00
	Subtotal		$ 904,138.00

Type Code Y101

Guard Rail, Type 2A	37,000 lin.ft.	$ 3.00	111,000.00
Metal Median Barrier	9,700 lin.ft.	6.05	58,685.00
Special Metal Median Barrier	330 lin.ft.	6.00	1,980.00
Guard Rail Anchors	80 only	170.00	13,600.00
Extra for Guard Rail Bridge Connections	16 only	200.00	3,200.00
Special Median Barrier Terminals	2 only	400.00	800.00
Extra Posts with Blocks	80 only	14.00	1,120.00
Extra Rail Elements	520 lin.ft.	1.25	650.00
Guide Posts, Y-2	80 only	8.00	640.00
Guide Posts, Flexible	50 only	7.00	350.00
Roadside Seeding & Mulching	20 acre	250.00	5,000.00
	Subtotal		$ 197,025.00

Type Code Y002

Removal of Existing Sign Installations	All Required	$ 1,700.00
Revise Existing Wood Sign Posts	All Required	125.00
Painted Wood Sign Posts	All Required	500.00
Sign Support Footings	All Required	4,000.00
Breakaway Sign Posts	All Required	15,000.00
Single Sign Supports	All Required	1,200.00
Double Sign Supports	All Required	1,300.00
Structure Mounts	All Required	1,000.00
Move Existing Type "A" Signs	All Required	1,800.00

Type "A" and "B" Signs in Place	349 sq.ft.	8.00	2,792.00
Type "C", "D" and "R" Signs in Place	218 sq.ft.	5.00	1,090.00
Type "E", "F", "G" and "M" Signs in Place	99 sq.ft.	5.00	495.00
Thermoplastic Pavement Arrows	2 only	100.00	200.00
			$ 31,202.00
	Subtotal		$1,132,365.00

Flagging (60% of Contractor's Cost)	All Required (50%)	$ 9,375.00
Work by Pacific N.W. Bell	All Required	13,564.51
Temporary Erosion Control	All Required	5,000.00
On the Job Trainees ($0.80 per hr.)	All Required (50%)	1,600.00
		$ 29,539.51
	Subtotal	$1,161,904.51
	10% Engr. & Cont.	116,194.49
	Total	$1,278,099.00

Type Code X081
Bridge No. 8100A (Sta. "A2" 32+44 to Sta. "A2" 33+36)(Length 92')

Structure Excavation	80 cu.yd.	$ 8.00	$ 640.00
Furnish HP 10 x 42 Steel Piling	425 lin.ft.	6.00	2,550.00
Drive Steel Piles	17 only	140.00	2,380.00
Splice Steel Piles	4 only	30.00	120.00
Class "A" Concrete (150 cu.yds.)	All Required		14,000.00
90'/95' Type IV Prestressed Beams	4 only	4,400.00	17,600.00
Reinforcement (29,000 lbs.)	All Required		4,750.00
Metal Parapet Railing, Single Pipe	208 lin.ft.	9.00	1,872.00
8-inch Culvert Pipe	30 lin.ft.	3.00	90.00
Membrane Waterproofing	280 sq.yd.	5.00	1,400.00
	Subtotal		$ 45,402.00
	10% Engr. & Cont.		4,540.00
	Total		$ 49,942.00

Length of Roadway - - - - - -	8.935 Miles
Length of Safety Improvement-	0.000 Mile
Length of Structures- - - - -	0.128 Mile
Total-	9.063 Miles

Cost of Roadway Per Mile- - - $204,213.99 (Only Pav. Overlay and Rest Area)

Retained In Program Status

Culvert Pipe Bedding Material	All Required	$ 500.00
		$ 500.00
	10% Engr. & Cont.	50.00
	Total	$ 550.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway Paving	$1,824,652.00	$1,683,423.00	$141,229.00
Safety Improvement	1,278,099.00	1,179,174.00	98,925.00
Structure (Safety Improve.)	49,942.00	46,076.00	3,866.00
Subtotal	$3,152,693.00	$2,908,673.00	$244,020.00
Retained in Program	550.00	500.00	50.00
Total	$3,153,243.00	$2,909,173.00	$244,070.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Prefix No. 617-1073

Contract No. 7561

JUMPOFF JOE CR.-GRANTS PASS SECTION

PACIFIC HIGHWAY IN JOSEPHINE COUNTY

PROJECT NO. I-5-2(67)59

Work by Pacific N.W. Bell

Labor	$ 1,573.46
Overhead	833.47
Materials	1,886.53
Material Salvaged	(13.25)
Equipment	332.00
Contract Work	8,952.30
Total	$13,564.51

RECEIVED
DEC 27 1972
FOR FILING

Claim No. 46

FILED
DEC 26 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

7561

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 22, 1972

Hay, Epstein and Falle
Attorneys at Law
734 Central Building
Seattle, Washington 98104

NOTED ON CARD
12-27-72 KG

Attention: Maurice M. Epstein

Gentlemen:

This is to acknowledge receipt of your letter of December 20, 1972, with attached Affidavit and Notice of Unpaid Claim on behalf of Watson Asphalt Paving Co., Inc. The claim states that S. D. Spencer and Son owes Watson Asphalt Paving Co., Inc., in the amount of $134,000 for labor and material.

This appears to be in reference to the S. D. Spencer and Son Contract No. 7561 for work on the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway in Josephine County.

The St. Paul Fire and Marine Insurance Company, 1500 N. E. Irving Street, Portland, Oregon 97232 furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when the claim has been paid.

As requested in the affidavit, we are attaching a certified copy of the S. D. Spencer and Son Contract 7561.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkm
Att.
cc S. D. Spencer & Son
St. Paul Fire & Marine Ins. Co.

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

✓

NOTED
C. W. HEAD

HAY, EPSTEIN & FULLE ATTORNEYS AT LAW
734 CENTRAL BUILDING · THIRD AVENUE AND COLUMBIA STREET

JOHN L. HAY
MAURICE M. EPSTEIN
FLOYD F. FULLE

SEATTLE, WASHINGTON 98104 · MU 2-0368

December 20, 1972

State of Oregon
Department of Public Highways
Salem, Oregon

RE: Jumpoff Joe Creek- Grants Pass Section
(OSHD 7561)

Gentlemen:

Enclosed please find Notice of Unpaid Claim and Application and Affidavit for Copy of Contract and Bond in the above matter. We would appreciate your furnishing a certified copy of the Contract and Bond in connection with the above mentioned item at your earliest convenience. If there is cost involved, please advise and we will forward our check immediately.

Thank you.

Very truly yours,

Maurice M. Epstein

MME/llo

RECEIVED
DEC 22 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

APPLICATION AND AFFIDAVIT FOR COPY OF CONTRACT AND BOND

TO: State of Oregon
Department of Public Highways
Salem, Oregon

Description of Public Improvement: Jumpoff Joe Creek - Grants Pass Section (OSHD 7561) for the Oregon State Highway Department.

Pursuant to O.R.S. 279.512 and 279.515, the undersigned hereby applies for a certified copy of the contract and bond for andin connection with the public improvement described above, and furnishes affidavit which is attached hereto.

WATSON ASPHALT PAVING CO., INC.
19220 N.E. 72nd Avenue
Redmond, Washington 98052

By Clifford F. Schroeder
CLIFFORD F. SCHROEDER

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

Clifford F. Schroeder, being first duly sworn, on oath deposes and says: I am the secretary-treasurer of Watson Asphalt Paving Co., Inc., applicant named in the foregoing application; that the applicant has supplied labor and materials for the prosecution of the work involved in the construction, alteration or repair of the public improvement mentioned in the application; that the applicant has a claim or account for the performance of such labor (furnishing of such material) which has not been paid.

Clifford F. Schroeder
CLIFFORD F. SCHROEDER

SUBSCRIBED AND SWORN TO before me this 20th day of December, 1972.

RECEIVED
DEC [illegible] 1972
OREGON
STATE HIGHWAY COMMISSION

NOTARY PUBLIC in and for the State of Washington residing at Mercer Island.

NOTICE OF UNPAID CLAIM

TO: The State of Oregon
Department of Highways
Salem, Oregon

AND TO: The State of Oregon
Office of the Secretary of State
Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned has a claim in the amount of ONE HUNDRED THIRTY FOUR THOUSAND DOLLARS ($134,000.00), amount to be made more definite and certain, against the bond posted by and the retainage held by the State of Oregon in behalf of S. D. Spencer and Son as principal and ________________________________, bonding company, unknown at this date, but will be specified in an Amended Notice of Unpaid Claim, as surety for labor, material and services for Jumpoff Joe Creek-Grants Pass Section (OSHD 7561) for the Oregon State Highway Department, and against any amount yet unpaid to the above contractor or subcontractor by reason of its contract with said public body for the above-described labor, services and materials.

DATED this 20th day of December, 1972.

WATSON ASPHALT PAVING CO., INC.
19220 N.E. 72nd Avenue
Redmond, Washington 98052

By Clifford F. Schroeder
CLIFFORD F. SCHROEDER
Secretary-Treasurer

RECEIVED
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OREGON
STATE HIGHWAY COMMISSION

RECEIVED 1972

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY [illegible]ATION

NOTED
A. E. JOHNSON

OSHD (Johnson)
Region
Wash DC

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

11-28-72

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10 7561	REPORT NO. 14	COUNTY Josephine	DIVISION Oregon
DATE OF INSPECTION 11-28-72	INSPECTION MADE BY T. P. Lowe, AE & G. Hughes Hwy Trainee		PROJECT NO. I-5-2(67)59
IN COMPANY WITH J. X. Wilson, Reg Constr Engineer			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 112 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN.
(* Not applicable for all contacts.)

COPY SENT
JAN 02 1973
REGIONAL OFFICE

cc Bru... 1-8-73

JUMPOFF JOE CREEK-GRANTS PASS SECTION
PACIFIC HIGHWAY
Grading, Paving, Guardrail and Structures

1. **Scope of Inspection**

The inspection was limited to a detailed field review of the completed work.

2. **Summary of findings and Recommendations**

The project has been completed in substantial compliance with the approved plans and specifications including authorized changes and extra work and acceptance is recommended subject to the correction of a few minor discrepancies which are listed below:

a. Signs No. 45, 63, 65 and 125 are still mounted on temporary brackets. Use of the temporary brackets was approved by the State as an interim measure until the final mounting brackets could be obtained by the contractor. The Resident Engineer's letter dated Nov. 22 to the contractor stated that final payment and acceptance will not be made until the permanent brackets are installed in accordance with the plans.

b. The guardrail attached to the Louse Creek Bridge is not in accordance with the plans. Both connections will have to be corrected prior to acceptance of the project.

c. Many of the salvaged wood sign posts had very poor appearance due to excessive peeling of the white paint. I was told that these posts had been treated with creosote and therefore the paint would not adhere properly. I recommend that either all of the paint be stripped from these posts or the posts be replaced with new painted posts.

d. The advance warning signs for the SB Hugo Interchange access must be reinstalled so that the breakaway is flush with the surrounding slope. I recommend this correction be performed on a nonparticipating basis. The SB Merland exit sign is mounted on a hump on the embankment slope. I recommend this hump be rounded out by additional material to blend the mound with the existing embankment slope. Also I recommend that this work be performed on a nonparticipating basis.

(more)

1-8-73
Johnson

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

e. The Manzanita Rest Area is split into two parking lots, one for trucks and one for automobiles. On the northbound rest area the on-ramp carries a full super cross-section to accommodate the truck traffic. The auto traffic merges from a standard crown section. A yield sign exists at the point or merge. Due to the sharp change in cross sectional slope and the complexities of driver decision at this particular location it is recommended that a stop sign be provided on the automobile connection. It is further recommended that some type of warning sign be installed at the edge of the automobile parking area indicating the stop sign is ahead.

f. The contractor's borrow source located just west of Manzanita Rest Area needs some additional slope rounding, debris removal and seeding prior to acceptance of the project.

g. In general protective measures to reduce soil erosion throughout the project were adequate. However some small areas of severe ditch erosion need correction prior to acceptance of the project. These were more common at areas of cross drains where lateral ditch water was able to erode the soil behind the paved culvert inlets or outlets. Corrective measures are necessary to protect the paved portion of the structure. This work is very minor in nature and therefore maybe more expedient and economical to perform with State forces.

h. Several median drop inlets were not graded flush with the surrounding terrain. It is recommended that a small amount of fill be placed around these inlets to provide a smooth passage for out of control vehicles. This work is very minor in nature.

3. Contract Time

The contractor used 429 days to complete the work. The contract allowed 360 days. Presently liquidated damages are being assessed for 69 days. It is expected the contractor will request an extension in the near future. This matter will be evaluated following the State's recommendation.

4. Nonspecification Materials

Approximately 600 tons of liquid asphalt did not meet the ductility specification. This material was incorporated in 10,000 tons of asphaltic concrete (Class "B"). I was advised that the remaining back-up samples for all asphaltic concrete used had been tested for ductility. They all complied with the specifications.

I observed one location where the nonspecification asphalt had been used, Sta 998 on the outside SB lane. No visable defects were noted. The State is considering a price reduction for the 600 tons of nonspecification asphalt.

(more)

5. **Nuclear Density Testing**

Nuclear density testing equipment was used to test the density of asphaltic concrete on this project. The Resident Engineer indicated his satisfaction with this equipment. He further indicated the contractor appreciated the speed with which results were obtained. The Resident Engineer will submit a formal report later giving his recommendations for possible improvements.

6. **Riding Quality**

The riding quality of the asphaltic concrete overlay was excellent throughout the project. Both the Resident Engineer and the contractor should be commended for their efforts for producing this fine riding surface.

7561

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 10, 1972

TO
G. L. Green, Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-5-2(67)59

FROM
L. H. Young
Programing Engineer

SUBJECT Request Contract Acceptance

Contract 7561 Work Completed November 3, 1972

Project Jumpoff Joe Creek - Grants Pass

Highway Pacific

County Josephine

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date November 28, 1972

Conditions not acceptable: None

G.K. Hosmer
for G. L. Green
Division Engineer

VG:dgk

cc: Tom Edwards
L. H. Young

RECEIVED
STATE HWY ENGR
JUL 3 '73
REFER TO
Coulter
FOR
Inf. | | | | | | File

7-3-73

Cy acj

7-3-73
cy Coulter

NOTED
H.S.COULTER

RECEIVED
JUN 20 1973
OREGON DIVISION

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FORM 8-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Jumpoff Joe Creek - Grants Pass Section

WEEK ENDING: November 4, 1972

SECTION PREFIX: 617-1073

HIGHWAY: Pacific

COUNTY: Josephine

KIND OF WORK: Grading, Paving, Guardrail and Structure

NAME OF JOB: Jumpoff Joe Creek-Grants Pass Section

CONTRACT NUMBER: 7561

FEDERAL AID PROJECT NUMBER: I-5-2(67)59

CONTRACTOR: S. D. Spencer & Son Company

DATE WORK STARTED: June 17, 1971

ESTIMATED COMPLETION DATE: November 3, 1972

DATE OF CONTRACT: May 4, 1971

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 360

CALENDAR DAYS USED: 430

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 12 SUPERVISION: 1

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 120

PROJECT AUTHORIZATION: $ 3,226,372.87

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 2,996,941.91

ENGINEERING AUTHORIZATION: $ 229,430.96

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 3,031,752.27

ENGINEERING COST TO DATE: $ 209,500.00

DATE PROJECT WAS COMPLETED: 11/3/72

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 1.2 %

PERCENT OF AUTHORIZATION: 91 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	99	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	8.70	8.70			8.70
MILES PARTIALLY COMPLETED					
MILES COMPLETED	8.70	8.70			8.70
TOTAL ESTIMATED QUANTITIES (CONTRACT)	139,000	139,000			170,800
TOTAL QUANTITIES CORRECTED TO DATE	139,000	174,592			169,324
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	130,000	174,592			169,324
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Completed	Completed			Completed
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: Boom Truck - 1 Trucks - 1 Backhoe - 1

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	8100A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Ptly Cldy	1		
MONDAY	Ptly Cldy	1		
TUESDAY	Cldy	1		
WEDNESDAY	Rain	1		
THURSDAY	Cldy	1		
FRIDAY	Rain	1		
SATURDAY	Rain	1		

RECEIVED
NOV 6 1972
CONSTRUCTION
SECTION

Rooney
Keasey
Bond
Walker
Johnsen
Pease
Glenn
Litchfield
Berg
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	-
MONDAY	(2) men on guardrail bridge connections, (2) men taking shld. rock, const. fence & tamping guardrail posts. (2) men working on guardrail, (2) men on signs and removing old footings. Loader completed placing Rip Rap in AM. Backhoe and (2) men aligning guardrail in PM.
TUESDAY	Backhoe, operator and (2) men on guardrail alignment (1) man working guardrail bridge connections at Hugo. (2) men working guardrail bridge connections at Jumpoff Joe Crk structure. (1) man changing end sections and placing missing shackle on guardrail anchor. (2) men with water truck washing granite from pipes.
WEDNESDAY	(2) men drilling holes at extra posts 1112-1113 NB. Backhoe, operator and (2) men aligning guardrail NB Shld. (3) men on guardrail bridge connections and drilling guardrail at textra post loactions. (2) men moving guardrail post to fit rail. (2) men with water truck cleaning pipes.
THURSDAY	(1) man raising fence at toe of slope 1104 Lt. (2) men on median guardrail 1112-1113. Backhoe operator & (2) men aligning guardrail SB Shld. (2) men with water truck cleaning pipes at rest area. (2) men installing guardrail bridge connections FR structure. (1) man tightening loose guardrail nuts throughout project.
FRIDAY	(2) men cleaning pipe at rest area. (2) men working on Med. Rail at south end of project. (1) man tightening guardrail throughout project. (2) men on guardrail bridge connections.
SATURDAY	

REMARKS

Project completed on Friday. This will be final weekly report submitted on this project. Semi final estimate will be submitted approximately January 1, 1973.

SIGNED ______________ LOCATION MEDFORD

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

~~Const.~~
~~Projects~~
~~File~~. 7561

Roseburg, Oregon
October 16, 1972

SUBJECT: FHWA Phase Inspection
Construction Engineering
Medford Area

To: C. T. Keasey
Construction Engineer
SALEM

NOTED
A. E. JOHNSON

file

In response to your letter of October 5, 1972 and Mr. Lowe's inspection report of September 20, 1972, the following is submitted:

Summary of active Federal Aid projects assigned to Medford Resident covering month of September, 1972:

	PROJECT	% COMP.	WORK MEN	FORCE SUPERV.	WORK EST. SEPT.	ENGR. COST
#1739	1. 5th St.-Oak St. (Phoenix)	65%	11	3	$61,000	$3,000
#1799	2. Park St.-Pac. Hwy. (Ashland)	4%	13	2	98,000	2,400
#1676	3. Neil Cr. Sec.(I-5)	55%	26	4	102,000	2,000
#1719	4. Valley of Rogue Int. Calif. Line	75%	25	4	186,000	10,000
#1561	5. Jumpoff Joe Cr.-Grants Pass	99%	22	2	74,010	12,000
			97	14	$521,000	$29,400

The Medford crew (080-66) on October 1, 1972 consisted of sixteen permanent experienced employees and eight temporary employees. Two experienced inspectors attached to the Region performs material testing and inspection. Three engineering trainees employed during the past construction season returned to school in mid-September. In addition, Keith Martin and his 4-man bridge crew performs all structural engineering in the Medford area.

RECEIVED
OCT 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

In summary, there was an average of 31 engineering employees in the Medford area to supervise and control some $521,000 worth of contract work. The average ratio of engineering employees (31) to the contractor's total work force (111), was 3.6 to 1.

Had there been more experienced engineering personnel available this past summer, we could have had a more efficient operation and reduced our overtime expense. Additional experienced people - inspectors, transitmen - were not available in either Medford or State-wide, so the Engineer worked around the resources available. This is a typical situation during peak activity with experienced people in short supply at the height of the construction season. By using overtime, temporary people, trainees and careful planning, all phases of inspection, testing, documentation and engineering were carried out in a completely satisfactory manner.

I too am somewhat puzzled by the statements concerning the Assistant Resident Engineer being on location projects. The Medford crew did very little, if any, location work from the end of March, 1972 until September, 1972. During this period, Mr. Purdy worked full time on construction in the duties assigned by the Resident. After the paving was completed on the Jumpoff Joe-Grants Pass project, I asked the Resident Engineer if some time could be devoted to the Head Road-Airport Road Section in Jackson County. This project has a high priority with Jackson County and we have had several requests to complete this project. I would have to conclude that the FHWA engineer did not have all the facts or misunderstood the role of the Assistant Resident Engineer.

The administration of the contract work in the Medford area has been carried out with a great deal of care. The projects in question have not suffered in any way and are, in fact, considered superior. Prior FHWA reports have been considered very favorable toward the contract work in progress and no deficiencies were noted.

If all phases of these projects were carefully evaluated, the finished projects, the testing, the record keeping, the documentation or whatever criteria one would care to use, the projects would rate very high. I consider it very unfortunate that the adequacy of engineering control and contract administration has been questioned. This is a very serious charge and deserves to be fully investigated. We will be very pleased to make whatever investigations, inspections in depth or reports you think might be necessary to bring this to a satisfactory conclusion.

A report on the mobile phone installation is being submitted separately.

J. H. VERSTEEG
Region Engineer

JHV/cw

cc A. E. Johnson ✓

be fully investigated. We will be very pleased to make whatever investigations, inspections in depth or reports you think might be necessary to bring this to a satisfactory conclusion.

A report on the mobile phone installation is being submitted separately.

JHV
J. H. VERSTEEG
Region Engineer

JHV/cw

cc A. E. Johnson ✓

5

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7561

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 9, 1972

Federal-aid Project
No. I-5-2(67)59

TO
G. L. Green, Acting Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
R. D. ASBURRY
by
L. H. Young
Programing Engineer

SUBJECT
Request Change Order Approval

Contract 7561 Extra Work Order No. 11

Project Jumpoff Joe Creek - Grants Pass

Highway Pacific

County Josephine

To provide continuity in the appearance of the guard rail at the Merlin Hill structure a 4-inch channel rail will be installed in the guard rail around the columns. Installation of this channel will match the rail on each side of the structure. Steel post must be installed at this location due to a conflict with spread footing prohibiting driving of wood posts.

Copies of the Engineer's letter of explanation are attached.

This additional work was tentatively recommended for approval by the Federal Highway Administration Area Engineer September 13, 1972.

Your approval as of September 13, 1972 is requested.

Attach.

[illegible]:dgk

5

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FORM 8-30 (REV. 10-69)

7561

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1972

SUBJECT:

To: Metropolitan Engineer
Region Engineers

NOTED
A. E. JOHNSON

FROM: C. T. Keasey By KB
C. T. Keasey
Construction Engineer

The attached letter from J. E. Wilson lists some of the current jobs on which we have been getting failing record test results on ductility of asphalt.

Since the Laboratory performs ductility tests on only the progress record samples, it will be necessary to send in job control back-up samples to determine the exact extent of failing tonnage in the instance where the progress record test is failing. The procedure to be followed in submitting these samples will be as outlined in Mr. Wilson's letter. If, in accordance with our standard penalty guideline procedures, an excess amount is failing, a Price Agreement is to be submitted to cover the non-spec material.

Failures on ductility have thus far been limited to the Arabian asphalts being supplied by Chevron Asphalt and Douglas Oil Companies since June of this year. However, it should be recognized that some of the smaller asphalt suppliers, such as "Blackline", do acquire their asphalt from the larger companies. Therefore, a check should be made on all jobs paved this year.

KLB:fw
Attach.
cc: A. E. Johnson
John Jenkins

RECEIVED
OCT 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1972

Routing
Keasey K
Walker
Johnsen
Pease E
Glenn
Litchfield
Berg LB

RECEIVED
OCT 2 1972
CONSTRUCTION SECTION

SUBJECT: Asphalt Cement Record Samples
Low Ductility

To: Mr. C. T. Keasey
Construction Engineer
OFFICE

Test records for asphalt samples tested in 1972 from contract projects have been reviewed. It has been found that record samples from several projects do not consistently comply with specification requirements for ductility. Chevron Asphalt Co., the supplier, and Douglas Oil Co. have been contacted and the situation should be corrected for continued acceptance of their certificate of compliance. Since record samples do not represent a specific quantity of asphalt for penalty assessment and check samples are not normally tested for ductility, it is necessary that back-up check samples be tested for ductility.

All back-up check samples representing asphalt used during a period of time with low ductility as indicated by record samples should be submitted to the laboratory for ductility testing. In a case of one or more low ductility record samples, all back-up check samples obtained following the last record sample in compliance and until the next satisfactory sample should be submitted. This testing should provide documentation for penalty assessment or specification compliance.

The following is a list of projects which our records indicate as having used low ductility asphalt. Asphalt samples from other projects with low ductility should also be submitted for test as outlined above.

1. Jumpoff Joe Creek-Grants Pass Section #7561.
2. Olds Ferry-N. Fork Jacobsen Gulch #7670.
3. Veneta, 5th Street #7759.
4. Richland Inter.-S. Baker Interchange #7539.
5. Bubbs Ranch-Weatherby #7395.
6. Halsey Inter.-Lane Co. Line #7499.
7. Baldock Slough-Richland Inter. #7491.

JOHN C. JENKINS
Engineer of Materials & Research

By J Wilson
J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

JEW:eb

cc: A. E. Johnson
C. T. Keasey

SP*52475-734

OCT 6 - 1972
FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1972

SUBJECT: FHWA Phase Inspection
Construction Engineering
Medford Area

To: J. H. Versteeg
Region Engineer

FROM: C. T. Keasey
C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Attached is a copy of a phase inspection report on construction engineering in the Medford area based on an inspection made on September 20, 1972 by Tom Lowe, Area Engineer, in company with Region Construction Engineer J. X. Wilson and Resident Engineer Bill Brown.

This report is quite critical of our ability to properly administer contract work in that area with the present staffing. I am somewhat puzzled by the statement in Mr. Lowe's report that the Assistant Resident Engineer assigned to Brown is working full time on location work if the contract administration is in fact suffering.

Please investigate this thoroughly to determine if the projects have suffered and give me a report on your findings -- and why Brown's Assistant is apparently not acting as such.

The comments about the mobile phone installed in Brown's car are also disturbing. No such installation has been authorized or formally requested to my knowledge. Please investigate this also and report on the necessity for this mobile phone, who authorized the installation, the total cost thereof, etc.

If, as the inspection report indicates, the mobile phone installation was paid for by a contractor, please advise the contractor's name and the particular contract(s) involved. Also determine all costs to him related to this mobile phone and its installation and see that complete reimbursement is made.

Due date for this report is October 16, 1972.

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OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

CTK:fw
Enc.
cc A. E. Johnson

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OCT 6 1972
FORM E-30-X 12-67

7561

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

NOTED
A. E. JOHNSON

Salem, Oregon
October 5, 1972

SUBJECT: Reclaimed Asphalt Ductility
and Penetration
Jumpoff Joe Cr.-Grants Pass
Section, Contract #7561

To:
J. H. Versteeg
Region Engineer
P. O. Box 1128
Roseburg, Oregon 97470

Enclosed are laboratory reports #72-18911 thru 15 for tests made on asphalt concrete cores sampled from the Jumpoff Joe Cr.-Grants Pass Section. Asphalt has been reclaimed from each sample by the AASHO T170 procedure and tested for penetration and ductility @ 77°F.

Our standard specifications for asphalt cement limit the loss in ductility and penetration after thin film oven exposure. This requirement indicates susceptibility to hardening during mixing in a pugmill. In most cases, we have found that asphalt physical change after TFO are more severe than after pugmill mixing. Therefore, it would be expected that asphalt reclaimed from the cores would be well within the asphalt specification limits for TFO residue.

The following are penetration and ductility test results for the reclaimed asphalt.

Core #	Pen @ 77°F	Ductility @ 77°F
A-Base	50	100+
A-Top	38	43
B-Top	39	23
C-Top	36	25
D-Top	32	21
Asphalt Spec.	50% (60-70) 30-35 Min.	50 Min.

Test results for the top lift pavement cores indicate that the penetration values are near the minimum specified for the asphalt used. Ductility of the wearing coarse asphalt represented is low, which indicates a poor adhesion or brittle condition. The low ductility could

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A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

result from asphalt being supplied with poor ductility qualities or the asphalt being overheated during pugmill mixing.

JOHN C. JENKINS
Engineer of Materials & Research

By

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Enclosures

JEW:eb

cc: A. E. Johnson
C. T. Keasey
B. Brown
E. Parker

Form E-53 Revised

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	Jumpoff Joe Creek-Grants Pass Section			Prefix No.	617-1073
Highway	Pacific			County	Josephine
Contractor	S. D. Spencer & Son	Contract No.	7561	F. A. Project No.	I-5-2(67)59
Submitted by	Elliott Parker			Date Reported	Oct. 5, 1972
				Laboratory Charge	$44.00

REPORT ON SAMPLE OF RECLAIMED ASPHALT (6" CORE)

Source of material		Sampled at	Sta. 957 NB, 6' Lt.	Quantity represented	
To be used	Class 'B' A/C	Sample No.	X-1-A Top	Date received	Sept. 11, 1972
Sampled by	D. Petersen	Date sampled	Sept. 11, 1972	Brand	Chevron, 60/70

TEST RESULTS

Laboratory No.	72 - 18911		Distillation (% of total distillate to 680° F.):		
Data Sheet No.	B29792		To 374° F.		%
Test on original material:			To 437° F.		%
Asphaltic residue at 100 pen.		%	To 500° F.		%
Viscosity, S.F. at .... °F.		sec.	To 600° F.		%
Viscosity, Kinem. at .... °F.		c.s.	Residue from distillation to 680° F.		
Viscosity, Abs. at .... °F.		c.p.	Volume, % by difference		%
Flash point, closed cup		°F.	Distillation, % by weight:		
Flash point, open cup		°F.	Total distillate to 210° C.		%
Water		%	Total distillate to 235° C.		%
Penetration at 77° F.	38	100/cm.	Total distillate to 270° C.		%
Penetration ratio			Total distillate to 315° C.		%
Loss on heating at 325° F. RTF		%	Total distillate to 355° C.		%
Penetration of Res. at 77° F.		% of original	Residue		%
Ductility at 77° F.		c.m.	TESTS ON RESIDUE FROM DISTILLATION:		
Solubility in		%	Viscosity, float at ....°F.		sec.
Specific gravity at .... °F.			Viscosity, S.F. at ....°F.		sec.
Heptane/Xylene Equivalent pos., neg. @ 35%			Penetration at 77° F.		100/cm.
Settlement			Solubility in		%
Demulsibility		%	Solubility in SC		%
Sieve test		%	Softening point		°F.
Residue by distillation to 500° F.		%	Ductility at 77° F.	43	cm.
Residue by distillation to 550° F.		%	Specific gravity at ....° F.		
			Coke residue, % of original oil		

Reclaimed asphalt is within asphalt cement specifications for penetration of thin film oven residue. Ductility is less than the specified minimum of 50 for 60/70 grade.

TEST REPORT DISTRIBUTION:
FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
X Regional Engineer Versteeg
X Resident Engineer Brown
District Engineer
Foreman
X Files
X Parker
X S. D. Spencer & Son

John Jenkins
Engineer of Materials

Form E-53 Revised

OREGON STATE HIGHWAY DIVISION

Materials Section

Laboratory Report

Project	Jumpoff Joe Creek-Grants Pass Section		Prefix No.	617-1073
			County	Josephine
Highway	Pacific	Contract No. 7561	F. A. Project No.	I-5-2(67)59
Contractor	S. D. Spencer & Son		Date Reported	Oct. 5, 1972
Submitted by	Elliott Parker		Laboratory Charge	$44.00

REPORT ON SAMPLE OF RECLAIMED ASPHALT (6" CORE)

Source of material		Sampled at	Sta. 957 NB, 6' Lt.	Quantity represented	
				Date received	Sept. 11, 1972
To be used	Class 'B' A/C	Sample No.	X-1-A Base	Brand	Chevron, 60/70
Sampled by	D. Petersen	Date sampled	Sept. 11, 1972		

TEST RESULTS

			Distillation (% of total distillate to 680° F.):		
Laboratory No.	72 - 18912		To 374° F.		%
Data Sheet No.	B29792		To 437° F.		%
Test on original material:			To 500° F.		%
Asphaltic residue at 100 pen.		%	To 600° F.		%
Viscosity, S.F. at .... °F.		sec.	Residue from distillation to 680° F.		
Viscosity, Kinem. at .... °F.		c.s.	Volume, % by difference		%
Viscosity, Abs. at .... °F.		c.p.	Distillation, % by weight:		
Flash point, closed cup		°F.	Total distillate to 210° C.		%
Flash point, open cup		°F.	Total distillate to 235° C.		%
Water		%	Total distillate to 270° C.		%
Penetration at 77° F.	50	100/cm.	Total distillate to 315° C.		%
Penetration ratio			Total distillate to 355° C.		%
Loss on heating at 325° F. RTF		%	Residue		%
Penetration of Res. at 77° F.		% of original	TESTS ON RESIDUE FROM DISTILLATION:		
Ductility at 77° F.		c.m.	Viscosity, float at ....°F.		sec.
Solubility in		%	Viscosity, S.F. at ....°F.		sec.
Specific gravity at .... °F.			Penetration at 77° F.		100/cm.
Heptane/Xylene Equivalent pos., neg. @ 35%			Solubility in		%
Settlement			Solubility in SC		%
Demulsibility		%	Softening point		°F.
Sieve test		%	Ductility at 77° F.	100+	cm.
Residue by distillation to 500° F.		%	Specific gravity at ....° F.		
Residue by distillation to 550° F.		%	Coke residue, % of original oil		

Reclaimed asphalt is within asphalt cement specifications for penetration and ductility of thin film oven residue.

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
X Regional Engineer Versteeg
X Resident Engineer Brown
District Engineer
Foreman
X Files
X Parker
X S. D. Spencer & Son

Engineer of Materials

Form E-83 Revised

OREGON STATE HIGHWAY DIVISION

Materials Section

Laboratory Report

Prefix No. 617-1073
County Josephine
F. A. Project No. I-5-2(67)59
Date Reported Oct. 5, 1972
Laboratory Charge $44.00

Project Jumpoff Joe Creek-Grants Pass Section
Highway Pacific
Contract No. 7561
Contractor S. D. Spencer & Son
Submitted by Elliott Parker

REPORT ON SAMPLE OF RECLAIMED ASPHALT (6" CORE)

Source of material
To be used Class 'B' A/C
Sampled by D. Petersen
Sampled at Sta. 876 NB, 6' Lt.
Sample No. X-1-B Top
Date sampled Sept. 11, 1972
Quantity represented
Date received Sept. 11, 1972
Brand Chevron, 60/70

TEST RESULTS

			Distillation (% of total distillate to 680° F.):		%
Laboratory No.	72 - 18913		To 374° F.		%
Data Sheet No.	B29792		To 437° F.		%
Test on original material:		%	To 500° F.		%
Asphaltic residue at 100 pen.		sec.	To 600° F.		
Viscosity, S.F. at .... °F.		c.s.	Residue from distillation to 680° F.		%
Viscosity, Kinem. at .... °F.		c.p.	Volume, % by difference		
Viscosity, Abs. at .... °F.		°F.	Distillation, % by weight:		%
Flash point, closed cup		°F.	Total distillate to 210° C.		%
Flash point, open cup		%	Total distillate to 235° C.		%
Water		100/cm.	Total distillate to 270° C.		%
Penetration at 77° F.	39		Total distillate to 315° C.		%
Penetration ratio		%	Total distillate to 355° C.		%
Loss on heating at 325° F. RTF		% of original	Residue		
Penetration of Res. at 77° F.		c.m.	TESTS ON RESIDUE FROM DISTILLATION:		sec.
Ductility at 77° F.		%	Viscosity, float at ....°F.		sec.
Solubility in			Viscosity, S.F. at ....°F.		100/cm.
Specific gravity at .... °F.			Penetration at 77° F.		%
Heptane/Xylene Equivalent pos., neg. @ 35%			Solubility in		%
Settlement		%	Solubility in SC		°F.
Demulsibility		%	Softening point	23	cm.
Sieve test		%	Ductility at 77° F.		
Residue by distillation to 500° F.		%	Specific gravity at ....° F.		
Residue by distillation to 550° F.			Coke residue, % of original oil		

Reclaimed asphalt is within asphalt cement specifications for penetration of thin film oven residue. Ductility is less than the specified minimum of 50 for 60/70 grade.

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
X Regional Engineer Versteeg
X Resident Engineer Brown
District Engineer
Foreman
X Files
X Parker
X S. D. Spencer & Son

John C. Jenkins
Engineer of Materials

Form E-83 Revised

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

				Prefix No.	617-1073
Project	Jumpoff Joe Creek-Grants Pass Section			County	Josephine
Highway	Pacific	Contract No.	7561	F. A. Project No.	I-5-2(67)59
Contractor	S. D. Spencer & Son			Date Reported	Oct. 5, 1972
Submitted by	Elliott Parker			Laboratory Charge	$44.00

REPORT ON SAMPLE OF RECLAIMED ASPHALT (6" CORE)

		Sampled at	Sta. 826 SB, 8' Lt.	Quantity represented	
Source of material				Date received	Sept. 11, 1972
To be used	Class 'B' A/C	Sample No.	X-1-C Top	Brand	Chevron, 60/70
Sampled by	D. Petersen	Date sampled	Sept. 11, 1972		

TEST RESULTS

Laboratory No.	72 - 18914	
Data Sheet No.	B29792	
Test on original material:		
Asphaltic residue at 100 pen.		%
Viscosity, S.F. at .... °F.		sec.
Viscosity, Kinem. at .... °F.		c.s.
Viscosity, Abs. at .... °F.		c.p.
Flash point, closed cup		°F.
Flash point, open cup		°F.
Water		%
Penetration at 77° F.	36	100/cm.
Penetration ratio		
Loss on heating at 325° F. RTF		%
Penetration of Res. at 77° F.		% of original
Ductility at 77° F.		c.m.
Solubility in		%
Specific gravity at .... °F.		
Heptane/Xylene Equivalent pos., neg. @ 35%		
Settlement		
Demulsibility		%
Sieve test		%
Residue by distillation to 500° F.		%
Residue by distillation to 550° F.		%

Distillation (% of total distillate to 680° F.):		
To 374° F.		%
To 437° F.		%
To 500° F.		%
To 600° F.		%
Residue from distillation to 680° F.		
Volume, % by difference		%
Distillation, % by weight:		
Total distillate to 210° C.		%
Total distillate to 235° C.		%
Total distillate to 270° C.		%
Total distillate to 315° C.		%
Total distillate to 355° C.		%
Residue		%
TESTS ON RESIDUE FROM DISTILLATION:		
Viscosity, float at ....°F.		sec.
Viscosity, S.F. at ....°F.		sec.
Penetration at 77° F.		100/cm.
Solubility in		%
Solubility in SC		%
Softening point		°F.
Ductility at 77° F.	25	cm.
Specific gravity at ....° F.		
Coke residue, % of original oil		

Reclaimed asphalt is within asphalt cement specifications for penetration of thin film oven residue. Ductility is less than the specified minimum of 50 for 60/70 grade.

TEST REPORT DISTRIBUTION:

- FHWA
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- X Regional Engineer Versteeg
- X Resident Engineer Brown
- District Engineer
- Foreman
- X Files
- X Parker
- X S. D. Spencer & Son

John C. Jackson

Engineer of Materials

Form [illegible] Revised

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	Jumpoff Joe Creek-Grants Pass Section			Prefix No.	617-1073
Highway	Pacific			County	Josephine
Contractor	S. D. Spencer & Son	Contract No.	7561	F. A. Project No.	I-5-2(67)59
Submitted by	Elliott Parker			Date Reported	Oct. 5, 1972
				Laboratory Charge	$44.00

REPORT ON SAMPLE OF RECLAIMED ASPHALT (6" CORE)

Source of material		Sampled at	Sta. 829 SB, 8' Lt.	Quantity represented	
To be used	Class 'B' A/C	Sample No.	X-1-D Top	Date received	Sept. 11, 1972
Sampled by	D. Petersen	Date sampled	Sept. 11, 1972	Brand	Chevron, 60/70

TEST RESULTS

Laboratory No.	72 - 18915		Distillation (% of total distillate to 680° F.):		
Data Sheet No.	B29792		To 374° F.		%
Test on original material:			To 437° F.		%
Asphaltic residue at 100 pen.		%	To 500° F.		%
Viscosity, S.F. at .... °F.		sec.	To 600° F.		%
Viscosity, Kinem. at .... °F.		c.s.	Residue from distillation to 680° F.		
Viscosity, Abs. at .... °F.		c.p.	Volume, % by difference		%
Flash point, closed cup		°F.	Distillation, % by weight:		
Flash point, open cup		°F.	Total distillate to 210° C.		%
Water		%	Total distillate to 235° C.		%
Penetration at 77° F.	32	100/cm.	Total distillate to 270° C.		%
Penetration ratio			Total distillate to 315° C.		%
Loss on heating at 325° F. RTF		%	Total distillate to 355° C.		%
Penetration of Res. at 77° F.		% of original	Residue		%
Ductility at 77° F.		c.m.	TESTS ON RESIDUE FROM DISTILLATION:		
Solubility in		%	Viscosity, float at ....°F.		sec.
Specific gravity at .... °F.			Viscosity, S.F. at ....°F.		sec.
Heptane/Xylene Equivalent pos., neg. @ 35%			Penetration at 77° F.		100/cm.
Settlement			Solubility in		%
Demulsibility		%	Solubility in SC		%
Sieve test		%	Softening point		°F.
Residue by distillation to 500° F.		%	Ductility at 77° F.	21	cm.
Residue by distillation to 550° F.		%	Specific gravity at ....° F.		
			Coke residue, % of original oil		

Reclaimed asphalt is near the specified minimum penetration of 50% or (30 - 35) for 60/70 grade as required for the thin film oven residue of the asphalt cement. Ductility is less than the specified minimum of 50.

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
X Regional Engineer Versteeg
X Resident Engineer Brown
District Engineer
Foreman
X Files
X Parker
X S. D. Spencer & Son

John C. Jenkins
Engineer of Materials

5

FORM 2-30-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

7561

Salem, Oregon
October 2, 1972

SUBJECT: Asphalt Cement Record Samples
Low Ductility

To: Mr. C. T. Keasey
Construction Engineer
OFFICE

NOTED
A. E. JOHNSON

Test records for asphalt samples tested in 1972 from contract projects have been reviewed. It has been found that record samples from several projects do not consistently comply with specification requirements for ductility. Chevron Asphalt Co., the supplier, and Douglas Oil Co. have been contacted and the situation should be corrected for continued acceptance of their certificate of compliance. Since record samples do not represent a specific quantity of asphalt for penalty assessment and check samples are not normally tested for ductility, it is necessary that back-up check samples be tested for ductility.

All back-up check samples representing asphalt used during a period of time with low ductility as indicated by record samples should be submitted to the laboratory for ductility testing. In a case of one or more low ductility record samples, all back-up check samples obtained following the last record sample in compliance and until the next satisfactory sample should be submitted. This testing should provide documentation for penalty assessment or specification compliance.

The following is a list of projects which our records indicate as having used low ductility asphalt. Asphalt samples from other projects with low ductility should also be submitted for test as outlined above.

1. Jumpoff Joe Creek-Grants Pass Section #7561.
2. Olds Ferry-N. Fork Jacobsen Gulch #7670.
3. Veneta, 5th Street #7759.
4. Richland Inter.-S. Baker Interchange #7539.
5. Bubbs Ranch-Weatherby #7395.
6. Halsey Inter.-Lane Co. Line #7499.
7. Baldock Slough-Richland Inter. #7491.

RECEIVED
OCT 3 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

JOHN C. JENKINS
Engineer of Materials & Research

By J E Wilson

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

JEW:eb

cc: ✓A. E. Johnson
C. T. Keasey

RECEIVED
OCT 3 - 19
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 29, 1972

In reply refer to: 10-35-DB

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

7561

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects F-157(13), Fifth St.-Oak St. (Phoenix) #7734
F-166(3), Park St.-Pacific Highway (Ashland) #7709
EPS-I-5-1(78)00, Neil Creek Section #7676
EHS-I-5-1(80)00, Valley of the Rogue Intcg-Calif. Line #7709
I-5-2(67)59, Jumpoff Joe Creek-Grants Pass Section #7561
Project Stage Inspection
Construction Engineering (Medford Area)

Attached is a stage inspection report regarding construction engineering inspection on the above projects located in the Medford area. As indicated in the report, there is reason to be concerned over the adequacy of engineering control that can be obtained based on existing conditions.

Please evaluate this situation and take whatever steps necessary to provide project staffing and construction inspection coverage commensurate with the work involved.

Enclosure

10-3-72

Please answer

done
aeg

Copy sent to
Keasey to investigate
AEJ

cy TE

RECEIVED
STATE HWY ENGR
OCT 2 '72
REFER TO
FOR

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

FORM PR-33B
(REV. 3-68)

cc: OSHD (A Johnson)
Region
Wash DC
Engr Coord

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☒ Project Stage Inspection ☐ Final Inspection

Region No. 10	Report No. *	County Jackson	Division Oregon
Date of Inspection 9/20/72	Inspection Made By T. P. Lowe, Area Engineer		Project No. *
In Company With J. X. Wilson, Reg Constr Engr; Bill Brown, Res Engr.			
Quality of Work* N/A	Progress of Work N/A	Time Elapsed N/A %	Work Completed N/A %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

PHASE INSPECTION - CONSTRUCTION ENGINEERING
ASHLAND-MEDFORD-GRANTS PASS AREA

*Active Federal-aid projects assigned to the Medford Resident.

Project		Report No.
F-157(13)	Fifth St.-Oak St. (Phoenix)	3
F-166(3)	Park St.-Pacific Highway (Ashland)	2
EPS-I-5-1(78)00	Neil Creek Section	5
EHS-I-5-1(80)00	Valley of the Rogue Interchange-Calif. Line	5
I-5-2(67)59	Jumpoff Joe Creek-Grants Pass Section	13

1. Scope of Inspection

The State's engineering forces presently assigned to administer projects in the Grants Pass-Medford-Ashland area were reviewed.

2. Findings

The Medford Resident Engineer's staff consists of 13 permanent personnel and about 8 temporary employees at the time of this inspection. The Resident Bridge Engineer located in Grants Pass is assisting to administer the signing and structural aspects of several of the projects assigned to the Medford Resident. A location engineer has from time to time worked as assistant to the Medford Resident, but due to the present backlog of location work, he is spending fulltime on location work.

In addition to the above listed Federal-aid projects, the Medford Resident is administering three State projects.

His projects are scattered over a wide geographical area. Some are relatively small in dollar volume, but require an inordinate amount of engineering time. (Spot safety projects, bike paths, congested urban street widening, etc.) Due to the travel distances between jobs, and the inordinate number of small detailed problems, the Resident Engineer cannot adequately administer all of these projects alone.

(more)

Earlier this year a contractor paid for the installation of a mobile phone in the Resident Engineer's car. The State is paying the operating expenses of this phone. This mobile phone has been very valuable in helping the Resident Engineer administer his contracts.

3. Recommendations

a. Assignment of a full-time assistant resident engineer in the Medford office is strongly recommended.

b. The mobile phone has been a definite asset to the project administration. Radio communication between field laboratories, key field inspectors, survey parties, the resident engineer's office, and the resident engineer himself, will increase the efficiency of the engineering staff and avoid unnecessary delays to the contractor when unexpected problems arise which need immediate engineering decisions and/or action. I recommend the use of field radios for project administration be studied. In any event, I recommend that either radios or mobile phones when used, be paid for entirely through the State Highway Division.

CC: Keon...

5

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OCT 10 1972
FOR FILING

7561

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
26 September 1972

SUBJECT: Well Drilling
Manzanita Rest Area
Contract 7561

To: J. H. Versteeg
Region Engineer

As per your request, following is a summary of items that would have made well drilling easier on this contract:

1. When our specifications call for an 8" well this eliminates the use of local well drillers as most of them are capable of only a 6" well. Suggest we call for a 6" hole with an extra item to ream to an 8" hole if water is found.

2. Allow more latitude in the location of the drill site. I personally feel that a location could be determined by evaluating the prior experience of local drillers, recommendations of the Geology Section and a good water witcher. Currently we use only the recommendations of the Geology Section.

BEBrown
B. E. Brown
Resident Engineer

NOTED
E. S. HUNTER

CC [redacted]
Hall
Roy Olson

JWdb

RECEIVED
OCT 6 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

CC Folman
Hunter
Hart

RECEIVED
SEP 13 1972
FOR FILING

517

7561

CC: Keasey
A.E. Johnson
Sheldrake
Bill E Brown

SPECIAL INVESTIGATION REPORT

BY: C.L. MIDDLETON - WORKMEN'S COMPENSATION BOARD APD

SEPTEMBER 6, 1972

SUBJECT:

Fatal Accident of Bernard Brumfield, paving roller operator for Watson Asphalt Paving Company, Inc. - July 13, 1972

NOTED
A. E. JOHNSON

CONCERNED PARTIES:

Widow Mrs. Bernard Brumfield 83243 5th Creswell, Oregon Tel. 895-4492

Employer: Watson Asphalt Paving Co., Inc. (Sub-Contr.) 19220 N.E. 80th
Redman, Washington.
Cliff Schroeder, Project Foreman.

General Contractor: S.D. Spencer & Son Vancouver, Washington
Tel. Portland 285-9232
James Kirwan, Project Superintendent
Tel. Grants Pass 479-9377

Employer: Modern Freezing & Storage dba Corvallis Frozen Foods
N. 9th St. Corvallis, Oregon Tel. 753-6667
Truck Driver: Mynard Eugene Newton
Plant Manager: James Derrickson

RECEIVED
SEP 12 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Department:

B.E. Brown - Resident Engineer - Medford (OSHD Investigation Report)
John Holcomb - Region Officer Engineer - Roseburg
John Sheldrake - Region III Maintenance Engineer & Safety Officer

Oregon State Police:

Cpl. John Hall - Grants Pass
Recruit Richard S. Geistwhite - Grants Pass

Pathologist: Dr. Lyle Ham 124 C Midland St. N.W. Grants Pass, Ore.

Consultant: Dr. Rolland Martin - Workmen's Compensation Board - Salem

Consultant: Hyster Company - Portland, Oregon

Master Mechanic: Richard Hazel Tel. 288-5011 Ext. 357

Near Witness: David J. Osborn 6820 Dartmoor Way San Jose, Calif. Tel. 408-252-8972

Statements and Opinions:

It is an apparent fact that Bernard Brumfield, 52, of 83243 N. 5th St. Creswell, Oregon, a paving roller operator for Watson Asphalt Paving Company, Inc. of Redman, Washington was struck and killed by a Peterbilt truck tractor owned by Corvallis Frozen Foods Company (also doing business as Modern Freezing & Storage) and operated by Mynard Eugene Newton of 5020 N.W. #99W Corvallis, Oregon.

Concerning this incident the writer has read accident investigation reports prepared by Officers Hall & Geistwhite of the Grants Pass office, an Oregon State Highway Department Report prepared by Resident Engineer B.E. Brown of Medford, and the Accident Prevention Division report prepared by Roy Pfaender of Central Point.

Other documents read and in possession of the writer are the Oregon State Medical Examiners report of an autopsy made by Dr. Lyle Ham of 124C Midland Street N.W. Grants Pass, Oregon, a Motor Vehicles Division abstract of driving record of Newton, and typewritten statement submitted by David J. Osborn of 6820 Dartmoor Way San Jose, California. Photographs and diagrams are also a part of this investigation report.

The purpose of this investigators story is not to discredit any other report nor to imply any of the parties are lying; but to show that none of them reach a logical conclusion in the opinion of the writer; and further to establish a plausible theory and close the credibility gap between the physical facts and evidence and the stories told. Photographs, drawings, and oral testimony follow to show the complete investigation and my conclusions.

The accident occurred on U.S. Highway #I 5 at mile post 59.6, Engineers station #1126 approximately one mile north of the north Grants Pass interchange and in the south bound lanes.

At the beginning it was shortly after 9:00 A.M. July 13, 1972, when Corporal Hall and Recruit Geistwhite of the Oregon State Police at Grants Pass investigated the accident and took statements from the truck driver, Mynard Eugene Newton. There were no witnesses to the accident.

According to the police report Newton stated to the effect that he steered his truck tractor into the left southbound lane of I 5 at a speed of 25 miles per hour.

He was channeled into that lane by a "use left lane" sign and a series of orange plastic conical pylons 28" high and setting on a 14 1/2" square plastic base. The diameter of the circular part of the base is 11" and they are 2 1/4" in diameter at the top. They were spaced about 50' apart. Newton had been in this left southbound lane for several hundred feet and was starting down a 4% plus grade. The lane was bordered on the left by parallel steel barrier rails secured to posts for the purpose of separating the north and southbound lanes. It was 13 feet between the barrier and the line of cone markers.

The victim, Bernard Brumfield, was operating a Hyster (series C 350) paving roller in the right hand, closed to traffic, lane. He was rolling a "lane line" strip and the only thing between his roller and the traffic lane was the row of plastic pylons. His machine was moving in the same direction as Newton's truck. He was sitting in the seat on the left side of the machine next to the traffic lane.

According to Newton; Brumfield stopped his roller, stood up, and dismounted on the traffic side and stepped backwards into the traffic lane; and because Brumfield was so close there was no evasive action he (Newton) could take to prevent hitting him.

Except for John W. Sheldrake, a Region 3 State Highway Maintenance Engineer and Safety Officer, Newton's story has been taken for facts in the case and their investigations ended. The writer seriously doubts that Brumfield stopped his machine and/or that he ever attempted to step down from it.

According to the widow, Mrs. Brumfield, her husband was a member of Local 701 of the Operating Engineers and had been operating paving rollers 12 years. He was six feet five inches tall in his stocking feet and had no health problems. There was nothing wrong with his legs, his hearing, or his sight with his glasses on.

There are reasons why a roller operator would stop his machine and step down but according to Jim Kirwan, general contractor superintendent, when they do, it is usually from the side opposite where they had been sitting because it is easier. In Brumfield's case it also would have been away from the traffic lane.

According to John Holcomb, State Highway Region III Office Engineer, Roseburg, the temperature of the asphalt being rolled was 300 plus degrees. He further opined that an experienced roller operator doesn't stop in such hot material because his machine sinks in and leaves a lump in the work when he moves on.

Of the reasons why an operator might stop and dismount and reasons why he would dismount on the move; there are some; but none seem relevant to this case. After the accident it was noted that Brumfield's glasses, wrist watch, and hard hat were laying in a triangular pattern on the pavement. Jim Kirwan also told the writer that two plastic pylons were toppled into the lane where the roller was operating and both were picked up and replaced in the lineup by an unidentified workman.

It is inconceivable that if any of those items had been dropped accidentally Brumfield would have either stopped his roller on the heated surface, or dismounted on the move to retrieve any of them, or to reset a pylon. Possibly he would have taken either action to retrieve an accidentally dropped wrist watch from the heated surface but the autopsy report, made by Dr. Lyle Ham of Grants Pass, shows the victim's left wrist where he wore his watch (according to the widow) was badly broken and it seems much more logical the same violent force that broke his wrist also tore his watch off. The flex metal band was broken. On August 30, 1972, the widow denied having the victim's watch or glasses or knowledge of their whereabouts. On August 31, 1972, Jim Kirwan stated the State Police picked them up at the scene of the accident and apparently still had them on those dates mentioned. It is unlikely he dropped his glasses even with the 90 degree temperature and perspiration because the templets were of a type that hook behind the ears.

He didn't drop his hard hat because Mr. David Osborn, a California tourist, was driving with his wife in the second car behind the truck and was as close to being a witness as seeing a hard hat fly through the air.

If only two cone markers were upset in the lineup of dozens, and both in the untraveled lane right at the scene, they could well have been toppled by the truck actually striking them.

It is inconceivable that Brumfield would have stopped on the hot asphalt to go to a toilet or for drinking water because neither was available close by.

It is not conceivable that Brumfield stopped his roller at all, or made any attempt to, because after he lay on the roadway his machine continued to slowly roll for 100 feet or more before Mr. David Osborn observed it, stopped his car, ran and boarded it and brought it to a halt. He then drove it back to the vicinity of the body where it was necessary to enlist the aid of an unidentified construction worker to stop the engine. The writer telephoned Osborn August 18, 1972, to request a copy of a written statement he had made and supplied to Brown Bros. Adjusters of Eugene, Oregon, and to Bill Hermann of LaGrande, Oregon. (Brumfield's son-in-law) In addition Osborn, under questioning, admitted no knowledge of operating a roller. By trial and error and pushing and pulling of levers and turning knobs he determined that an operating lever when pushed in one direction caused the roller to move that way. Further pushed that direction caused it to move faster. The same action occurred in the other direction when the lever was moved that way. In an intermediate position the lever caused the roller to stop. He also told me via phone that to the best of his recollection the lever was in a slightly forward position meaning the direction the machine was moving. This is consistent with the fact the roller was slowly moving that way. There is no gear shift lever within reach of the operator in his seat only a forward, reverse, and stop lever.

I telephoned Mr. Dick Hazel, master mechanic for the Hyster Company, in Portland to inquire of the operational nomenclature of the series C 350 A-D machine like Brumfield was running. Hazel reported to the effect that Brumfield's machine, with the engine running and the operating lever placed in intermediate would not roll free even on the 4% plus downhill grade it was on. Under those conditions it is like an automobile engine placed in gear and the engine stopped. He further explained the roller situation is caused by a "static" brake. He also conceded that like an auto the roller could have rolled after 15 minutes or more depending on compression leaks but never in 15 seconds or less like Brumfield's did.

Since it is not credible that Brumfield stopped his machine no part of the truck driver's story is credible. It is submitted that Newton (truck driver) didn't know then nor does he know now what happened.

SO WHAT DID HAPPEN?

Literally the cause of death was having the front part of the head caved in mostly on the right side and mostly upon impact with the pavement. The spot of blood, flesh, and hair on the roadway indicated where. His left wrist was broken as was his right leg below the knee. The autopsy report conspicuously [illegible] ribs,

[illegible] ng

makes no mention of [illegible]
bruises, or internal [illegible]
in front of and was struck [illegible]
evidence of the truck striking [illegible]

The lower of two outside rear [illegible] the had its glass cracked by being forcibly piv[illegible] [illegible]n. The glass in the door at that point was also cracked [illegible]. The writer is of the opinion that if the mirror or the mirror bracket had struck a solid object and was snapped back it would not have struck the recessed door glass hard enough to crack it. (the door glass) There had to be something between the mirror and the door glass and the writer submits it was Brumfield's hand. There was a lengthy, near vertical and symmetrical dent below and a few inches forward of the rear vision bracket in the right front corner of the square cab all of which was directly above the bumper. In the writer's knowledge it is not definitely established this dent was caused by this accident. If it was, it could have been done as explained in the conclusions in this report.

CONCLUSIONS:

Newton guided his approximately eight foot wide truck tractor into the thirteen foot wide south bound left lane of the black top highway. The lane was bounded on the left by a parallel double set of steel guard rail barriers secured to the top of eight inch square posts for the purpose of separating the north and south lanes of the freeway.

The lane was bounded on the right by a series of orange plastic pylons. It was only natural for him to think if he was going to hit anything in that comparatively narrow lane that he preferred the pylons; so he steered to the right and eyed the steel barrier for a guide.

The lower rear vision mirror bracket protruded 8 1/2" from the right side. The upper horizontal part of the bracket was 12" above the lower similar brace. The 3/4" diameter horizontal metal braces were connected by a 12" vertical brace of the same material. The mirror was secured in metal slots welded to the horizontal braces about 6 1/2" from the truck side. This in effect was an 8 1/2" x 12" loop protruding from the right side of truck tractor and between five and six feet above the road.

Newton's truck tractor rig was far enough to the right that possibly some part of his rig actually struck a pylon maybe only a tire on the base. Even coming close would have placed the mirror bracket well into the vertical plane of the cones. (see drawing)

Brumfield was operating his roller in the same direction as the truck was moving with the left end of the solid steel roller no more than 12" from the base of the cones.

The left extremity of the side of the roller extended another five inches to the left. The back of the victim's seat was flush with the left side of the roller.

He was quartered around in his seat nearly 90 degrees to the left with the back of the seat under his left armpit. His left arm was dangling behind the seat with his hand between five and six feet from the road and well into the vertical plane of the cone markers.

As Newton drove up it is doubtful he saw Brumfield at all. He would have been watching the guard rail on his left. There was no evidence of panic braking. (skid marks)

Considering Newton's alleged speed (25 mph) and the distance it took him to stop (over 400 feet) it is highly probable the first time he saw Brumfield was in his upper rear vision mirror after he heard the clatter against the side

Scale 1/32" = 1". Both drawings

of his tractor and the victim was laying in the roadway behind him.

As he was passing the mirror bracket caught Brumfield's left wrist. The bracket was forced back against the side of the truck with the victim's hand trapped between it and the door glass. His wrist was broken and his watch torn off as he was snatched from his seat. He was then slammed head first (hard hat on) into the front corner of the cab and then as his wrist was released he was beat to the pavement on his head. (hard hat off)

His right leg would have been broken as it struck the roller in the same violent action that slammed him into the side of the tractor.

ADDITIONAL NOTES:

To check my theory against the autopsy report; both were discussed with Dr. Rolland Martin, Medical Director for the Workmen's Compensation Board. Martin stated to the effect my theory is possible and concurred that the lack of torso damage is not reasonable if a standing man is struck and killed by a truck.

This investigation and report was made without consultation with Mr. Cliff Schroeder, foreman for Watson Asphalt Paving Company who was at the scene of the accident and has pictures and information.

Contact with Mr. James Derrickson, Plant Manager for Corvallis Frozen Foods Company revealed that the mirror bracket and mirror frame involved in this accident was removed from the truck and there are no immediate plans to replace it. I asked for and received these items and they are in my possession of this date.

CLM:rs

Sept. 7, 1972

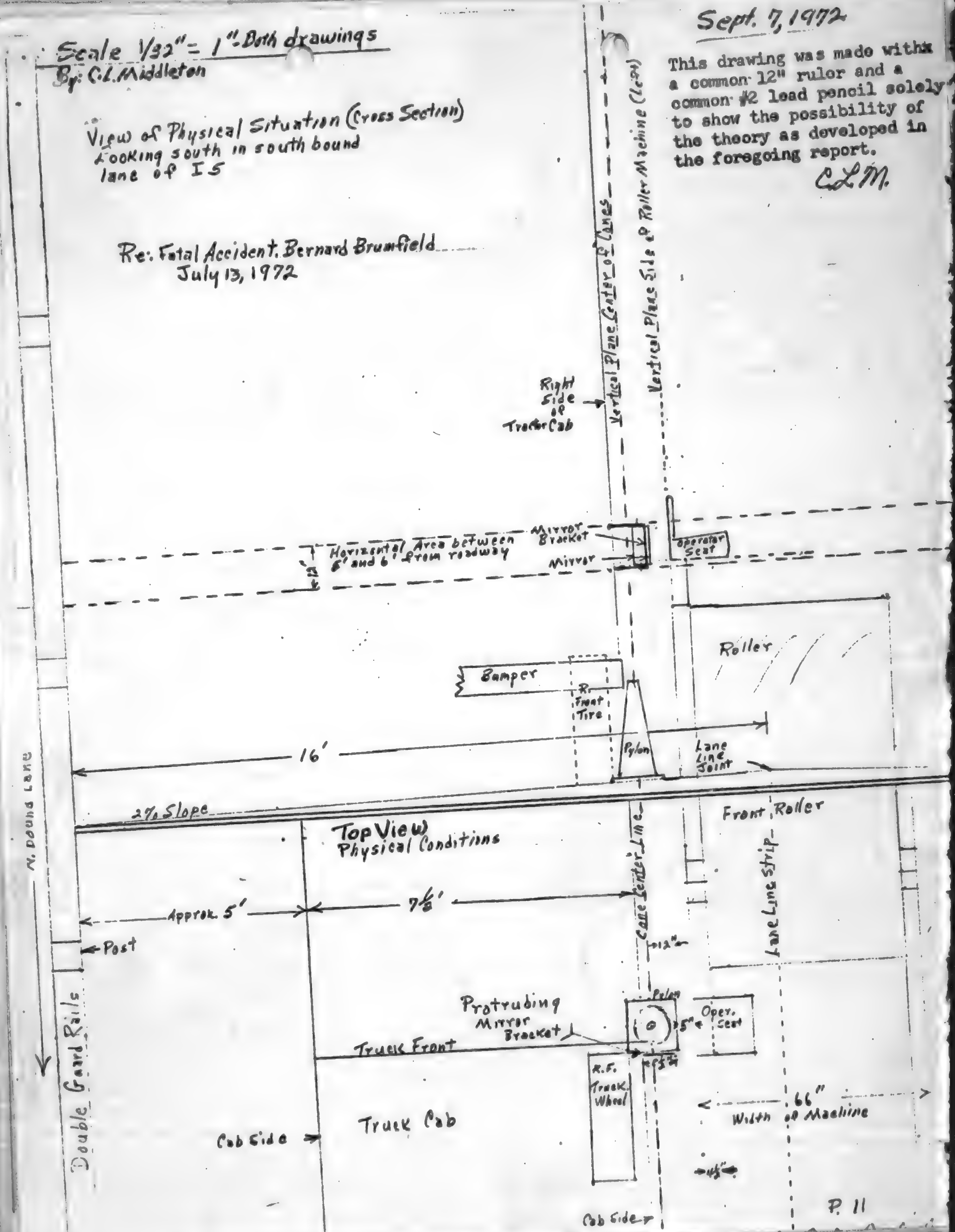
This drawing was made withx a common 12" rulor and a common #2 lead pencil solely to show the possibility of the theory as developed in the foregoing report.

CLM.

Scale 1/32" = 1" Both drawings
By: C.L. Middleton

View of Physical Situation (Cross Section)
Looking south in south bound lane of I 5

Re: Fatal Accident. Bernard Brumfield
July 13, 1972



Vertical Plane Center of Lanes
Vertical Plane Side of Roller Machine (Left)
Right Side of Tractor Cab
Mirror Bracket
Mirror
Operator Seat
Horizontal Area between 5' and 6' from roadway
12"
Roller
Bumper
R. Front Tire
Pylon
16'
Lane Line Joint
2% Slope
N. Bound Lane
Double Guard Rails
Top View
Physical Conditions
Front Roller
Approx. 5'
7½'
Lane Center Line
Lane Line Strip
12"
Post
Protruding Mirror Bracket
Pylon
5"
Oper. Seat
Truck Front
R.F. Truck Wheel
5"
66"
Width of Machine
Truck Cab
Cab Side
4½"
Cab Side

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AUG 30 1972
FOR FILIN

OREGON STATE
HIGHWAY DIVISION

7561

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 28, 1972

TO
G. L. Green, Acting Division Engineer
~~R. F. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT
Request Change Order Approval
Federal-aid Project
No. I-5-2(67)59

Contract 7561 **Extra Work Order No.** 10

Project Jumpoff Joe Creek - Grants Pass

Highway Pacific

County Josephine

The Order covers furnishing and installing jute matting in the median areas to prevent erosion of the topsoil.

Attached are copies of a letter from the Regional Bridge Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Engineering Coordinator on August 16, 1972.

Your approval as of August 16, 1972 is requested.

Attachments

JK:kds

RECEIVED

.CNMPRMMFO

7561

LRW CON PER MED RSB 89 7-14-72 9-30 AM

Tony Edwards [illegible] 7-14-72

C [illegible]

A E JOHNSON
C I KEASEY
RAY STOSE

CC BILL BROWN

RE MY TT 82 OF 7-13-72 ON FATAL ACCIDENT, JUMPOFF JOE CREEK-GRANTS PASS SECTION.

I REVIEWED THE SCENE YESTERDAY PM WITH BILL BROWN, BILL MC KERN AND JIM KERWAN, S D SPENCER & SON PROJECT SUPT.

IT NOW APPEARS THAT THE ROLLERMAN WAS LEANING BACKWARD OBSERVING HIS DIRECTION OF TRAVEL, SOUTHBOUND, WITH THE TRAFFIC SIDE OF THE ROLLER * ~~PARTI IVY~~ ON THE LANE LINE JOINT. APPEARS OPERATOR,S SEAT WAS ON THE TRAFFIC SIDE OF THE ROLLER. APPEARS FURTHER THAT ROLLERMAN WAS OPERATING THE ROLLER IN THIS POSITION AND WAS STRUCK BY A PROJECTING WEST-COASTER TYPE REAR VIEW MIRROR. IMPACT TOOK HIM OFF THE ROLLER AND THREW HIM TO THE PAVEMENT.

ROLLERS YESTERDAY PM WERE OPERATING WITH OPERATORS ON THE AWAY SIDE. SAFETY MEETINGS HAVE BEEN CALLED BY ALL CONCDXX CONCERNED PARTIES. SIGNING WAS EXCELLENT. I TOOE A FEW PICTURES AND MR KERWAN HAS A SET, A COPY OF WHICH HE HAS PROMISED US.

JOHN W SHELDRAKE

CW$\frac{3}{4}$4.$\frac{17}{88}$.04..$\frac{1}{4}$9

* partially

NOTED
A. E. JOHNSON

RECEIVED
JUL 14 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

JUL 14 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

LRW CON PER MED 92 7-14-72 10-15 AM

A E JOHNSON
C T KEASEY
RAY STOSE

CC BILL BROWN

RE IT 59 THIS DATE

CORRECTION

THIRD PARAGRAPH, FIRST WORD IN THIRD SENTENCE SHOULD BE PARTIALLY ETC

ATTEND

CW$\frac{3}{4}$4.$\frac{17}{88}$..$\frac{1}{4}$904.

RECEIVED
JUL 14 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

OR ACCIDENTS.

ATTEND

CW$\frac{3}{4}$4.$\frac{17}{88}$.04..$\frac{1}{4}$9

RECEIVED
JUL 14 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

.CNMPRMMFO

ORW CON PER MED RSB 83 7-13-72 11-08 AM

A E JOHNSON
C T KEASEY
RAY STOSE

CC BILL BROWN

CORRECTION TO OUR TT 82, THIRD PARAGRAPH, FIRST SENTENCE.

TRUCKER TRAVELING ESTIMATED 40 MPH, NO SKID MARKS PRIOR TO IMPACT--
NO WARNING, WAS ABLE TO STOP SAFELY WITH NO SUBSEQUENT DAMAGES
OR ACCIDENTS.

ATTEND

CW$^{3}_{4}$4.$^{17}_{88}$.04..$^{1}_{4}$9

RECEIVED
JUL 14 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

.QNMPRMMFO

LRW CON PER MED RSB 82 7-13-72 10-55 AM

A E JOHNSON
C T KEASEY
RAY STOSE

CC BILL BROWN

WE HAVE HAD ANOTHER FATAL ACCIDENT ON THE JUMPOF JOE CREEK-GRANTS PASS PROJECT. INFO AVAILABLE SO FAR IS AS FOLLOWS-

ROLLERMAN --NAME NOT KNOW YET-- FOR WATSON PAVING, OPERATING ROLLER ON RIGHT TRAVEL LANE PANEL, SB LANES I-5 APPROX ONE MILE NORTH OF GRANTS PASS INTERCHANGE, STOPPED, STEPPED DOWN, AND WITH ONE GIANT STEP STEPPED DIRECTLY IN FRONT OF A FREIGHT TRUCK. ROLLER WORKING WITHIN CONES, CENTER ROLLER OF THREE. 14 FEET APPROX OF CONED TRAVEL WAY FOR TRAFFIC. FLAGMAN WAS AHEAD OX PROTECTING PAVING MACHINE BUT ALL WARNING AND ADVISORY SIGNS WERE UP. HAPPENED APPROX 9-45 AM THIS DATE.

TRUCKER TRAVELING ESTIMATED 40 MPH, NO SKID MARKS PRIOR TO IMPACT--NO WARNING, WAS ABLE TO STOP SAFELY WITH NO SUBSEQUENT DATA OR Damage. ACCIDENTS. ONLY OTHER WITNESS WAS A FEMALE MOTORIST WHO STOPPED AT LAYDOWN MARCHINE BUT DID NOT LEAVE NAME.

NO CORRECTIVE MEASURES ARE DEEMED POSSIBLE OR NECESSARY AT THIS TIME OTHER THAN RESTATEMENT OF ALERTNESS BY ALL PARTIES.

DETAILED FATAL ACCIDENT REPORT WILL BE FORTHCOMING AS INFO BECOMES AVAILABLE.

JOHN W SHELDRNSAI NCW¾4.⅛⅛.04..¼9

cy to K Labbe
7-13

NOTED
TOM EDWARDS

RECEIVED
JUN 13 1972
FOR FILING

7561

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 8, 1972

Federal-aid Project
No. I-5-2(67)59

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Contract 7561 , Extra Work Order No. 9

Project Jumpoff Joe Creek-Grants Pass

Highway Pacific

County Josephine

The Order covers furnishing and placement of Polytok 163 membrane waterproofing on the decks of twin bridges at Louse Cr. and Jumpoff Joe Cr., and the Scoville Road overcrossing.

Attached are copies of the specifications covering this installation.

This work was tentatively recommended for approval by the Federal Highway Administration Bridge Engineer on April 20, 1972.

Your approval as of April 20, 1972 is requested.

JK:bb
Attachments

NOTED
R. E. JOHNSON

RECEIVED
JUN 13 1972
FOR FILING

7561

REGION 3
P.O. Box 1128, Roseburg, Oregon 97470 - Phone 672-6541, Ext. 241

S.D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, Washington 98661

Subject: Jumpoff Joe Cr.-Grants Pass
Contract No. 7561
Josephine County

Dear Sirs:

This letter is to document the verbal instructions given Mr. Clifford Schroader of Watson Paving Company at 9:10 a.m., June 2, 1972. Mr. Schroader was requested to remove the barrels of water from the Hyster Model C 550A roller being used on the subject paving project. Mr. Schroader said that he would remove the barrels as soon as the hot pavement panel rolling was completed.

Mr. Bill McKern, state inspector on the paving operation, reported that the barrels were removed at 9:55 a.m., June 2, 1972. I and Mr. Brown, Resident Engineer on the project, can confirm that the barrels had been removed before 10:20 a.m., June 2, 1972.

Very truly yours,

J H V

[illegible] H. [illegible]
Regional Engineer

JHV/cn
cc Clifford Schroader
Watson Paving Co.
Bill McKern
Bill Brown
State Safety Section
b cc Tom Edwards
A.E. Johnson ✓
C.T. Keasey

RECEIVED
JUN 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

(Rev. 8-70)

STATE COPY

G-1P ⑩

EFFECTIVE DATE 4-26-72
Contingent upon modification of project agreement if additional funds are required
BY G. K. H[illegible]
Dist. Eng.

DATE 5-15-72
FEDERAL [illegible]

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7561

Order No. 3

Section Jumpoff Joe Creek - Grants Pass

Date April 27, 1972

Highway Pacific

F.A.P. No. I-5-2(67)59

County Josephine

Prefix 617-1073

Account No. 278-03

Description of Work To Be Done:

Temporary and Permanent Striping.

Location by Station Numbers:

Throughout project.

Estimate of Quantities and Costs:

Temporary Striping:

4" Beaded skip line	2(17.4) miles	@	$30.00	=	$1,044.00

Permanent Striping:

4" Beaded skip line	17.4 miles	@	$30.00	=	522.00
4" Beaded solid line	34.8 miles	@	$54.00	=	1,879.20
TOTAL					$3,445.20

Explanation: Work to be performed by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$3,226,372.87
Present estimate of project cost, including $3,445.20 for work under this order	$3,284,575.97
Expected XXXXXXXX over-run (amount)	$58,203.10
Expected XXXXXXXX over-run (per cent)	1.8

Space to right of this line is for use of Salem Office

Submitted by: B. E. Brown
Resident Engineer

Approval Recommended: J. H. Wilson
Regional Engineer
Const

Approval Recommended: [illegible]
For: Construction Engineer or Bridge Engineer

Approved approved
Construction Engineer
[illegible]
Asst. State Hwy. Engr.

SP*7283-734

O.K.

RECEIVED
MAY 22 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

gen'l file

7561

DATE May 4, 1972

TO A. E. Johnson
Assistant State Highway Engineer

FROM Keasey
C. T. Keasey
Construction Engineer

SUBJECT Borrow Source
Manzanita Rest Area
Jumpoff Joe Creek-Grants Pass Section
Pacific Highway
Contract No. 7561
Assignment AEJ-539

539

In response to the subject assignment, discussed this matter with the Region Office and the Resident Engineer. Attached is a copy of a letter from Bill Brown to S. D. Spencer and Son requesting a letter setting forth their plan for reestablishment of vegetation on the borrow area slopes. Copy of that letter will be forwarded to you upon receipt.

As to the closing of the Chancellor Quarry, due to its "aesthetic value and being so close to the highway", this is an existing quarry which was used on the previous Interstate highway construction. It has left a scar at the foot of the mountain approximate 1/4 mile easterly from the highway, but it is screened with trees except for a short distance along the highway. This quarry does contain material which will pass all our quality specifications. However, it is interspersed with seams of soft serpentine material which is very difficult to separate and contractors who have used it before have found it very difficult and expensive to operate. It was set up as a material source for this project but the contractor elected to obtain gravel materials from the Rogue River. Because of this difficulty in separation of material, I would not object to eliminating this as a specified source of material for contract work. However, this is a good source of heavy riprap material for maintenance and betterment work and we have no other good source of such material in that immediate area. The use of the source for such maintenance materials would not greatly enlarge the scarred area for many years to come. It is probable that we would abandon this as a materials source at some future date anyway, since it is included in area purchased some years ago for future development as a park.

CTK:fw
Attach.
cc J. H. Versteeg
Bill E. Brown

NOTED
A. E. JOHNSON

RECEIVED
MAY 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DEPARTMENT

Medford, Oregon

May 3, 1972

Re: Borrow Source
Manzanita Rest Area
Contract No. 7561

S. D. Spencer & Son
4614 NE 72nd Avenue
Vancouver, Washington 98661

Attention: George Spencer

Dear Sir:

As you are aware there has been lengthy discussion on your borrow site adjacent to the Manzanita Rest Area. I have been advised that we are to immediately obtain a letter from you explaining how you plan to reestablish vegetation on the slopes. This would be a requirement as spelled out in Section 106.02 Paragraph (d) of the Special Provisions.

Very truly yours

B. E. Brown
Resident Engineer

cc: J. H. Versteeg
C. T. Keasey ✓

Routing
1 Keasey K
2 Bond
3 Walker
Johnsen

RECEIVED
MAY 4 1972
CONSTRUCTION
SECTION

Pease E
Glenn
Litchfield
Berg

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 21, 1972

In reply refer to: 10-35-DB

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

G.K. Hossner

SUBJECT: Oregon I-5-2(67)59
Jumpoff Joe Creek-Grants Pass Section
Pacific Highway
Project Stage Inspection

Attached is a stage inspection on the subject project covering the administrative and field control of the grading work on the project.

The overall administration and control of the project is considered as Satisfactory. There are two recommendations, however, that should be taken into consideration. The resident engineer was instructed to obtain assurance from the contracter to revegetate the borrow area slopes. This assurance should be obtained and work performed prior to final acceptance.

It is also our recommendation that consideration be given to closing the Chancellor Quarry due to the aesthetic value and being so close to the highway.

4-27-72
REFERRED TO
AL

5/1/72
Copies to
~~[illegible]~~
Verstegg
Brown
Gallagher
Hatcher
FW

RECEIVED
APR 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
Kessey
Bond
Walker
Johnson
RECEIVED
MAY 1 1972
CONSTRUCTION
SECTION
Pease
Glenn
Litchfield
Berg

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

cc: OSHD (A E Johnson)
Region
Wash DC
Engr Coord Oregon

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 9	COUNTY Josephine	DIVISION Oregon
DATE OF INSPECTION 4-12&13-72	INSPECTION MADE BY P. V. Riedl, Area Engineer		PROJECT NO. I-5-2(67)59

IN COMPANY WITH
Bill Brown, Res Engr; Crawford Jencks, Trainee

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 65 %	WORK COMPLETED 40 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(Not applicable for all contacts.)*

JUMPOFF JOE CREEK-GRANTS PASS SECTION
PACIFIC HIGHWAY
Grading, Paving, Guardrail & Structures

This is a stage inspection on the administrative and field control of the grading work on the project.

COPY SENT
APR 24 1972
REGIONAL OFFICE

The work completed on the project to date is as follows:

Clearing & Grubbing	98% complete
Drainage	80% "
Grading	92% "
Surfacing	53% "
Paving	10% "
Material Produced	85% "
Structure 8100A	35% "

The work in progress during this inspection consisted of placing the "C" mix leveling from the beginning of the project at the North Grants Pass Interchange to approximately Sta. 1100 on the northbound lanes, culvert installation and perforated pipe in the Manzanita Rest Area. The AC plant is producing the "C" mix and the remaining AC aggregates are being produced at the Copeland Crushing plant.

This project was set up to be completed within 360 calendar workdays. To date 236 days have been used and the estimated completion is for August 4, 1972. It is therefore anticipated that the work will be completed within the contract time.

This project consists of safety work, flattening slopes, guardrail work, reconstructing the Louse Creek Interchange to meet present safety standards and overlay the present asphalt pavement.

The grading work consists of flattening slopes and filling the median where required. Primarily most of the grading consists of placing embankment obtained from a borrow source. In setting up the contract one borrow source (Chancellor Quarry) was listed. This is a State-controlled material source

(more)

FORM PR-338
(REV. 8-70)

PREVIOUS EDITIONS WILL BE USED

located approximately 0.4 mile east of the highway at Sta. 928. This source was primarily set up for the use in producing surfacing aggregates, however, the overburden and the reject material could be used as embankment material.

The contractor did not choose the Chancellor Quarry for use as either [illegible] aggregate or borrow. Instead he chose to obtain this material from behind the hill adjacent to the southbound Manzanita Rest Area right of Sta. 955. The contractor obtained the right to use this area as a borrow source from a private owner (Noyes). An agreement was enacted between the contractor and the property owner in which certain stipulations were made.

1st - A ten cent per yard royalty would be charged.
2nd - The expiration date for removal of material is to be June 15, 1972.
3rd - The brush and trees removed would be piled for removal by others.
4th - The material would be removed in a workmanlike manner and the area left in a neat and visually appealing manner.

The State was informed of the contractor's plans to use this source and an inspection was made of the area on August 26, 1971 by Mr. Morgan, State Construction Engineer, Mr. Pat Schwartz, Regional Construction Engineer, and Resident Engineer Bill Brown.

It was agreed that this was a satisfactory source for use as borrow material for embankment. The contractor has since furnished the State a letter per Section 106.02 "Control of Materials", covering the manner in which he plans to work the area and recondition the source. The letter does not include the contractors plan for revegetating the slopes in the borrow area. I recommend that the State immediately obtain a letter from the contractor explaining how he plans to reestablish vegetation on the slopes.

An interesting sideline on this borrow area is that the property owner plans home developments on the areas excavated which should enhance the visual aspects of this area.

A number of letters have been sent to the contractor covering the grading items. On September 9, 1971, the contractor was advised to control the excess dust problem caused by hauling equipment. Also on September 9, 1971, the contractor was advised to correct the grading in the median area in order to provide for adequate drainage.

The area behind the Manzanita Rest Area did not provide the total required amount of borrow necessary to complete the work so the remaining material approximately 20,000 CY was obtained from a source on the north end of the project to the right of Sta. 750. This is a private source not visible from the roadway. This material and the material from the area behind the rest area consists of decomposed granite and is subject to heavy washing during the rainy season. The area was studied carefully to obtain material that would be stable upon placement. However, the borrow areas are very limited and all consist of this type of material. Price Agreement No. 4 has been approved covering the increase in the bid item #10 for furnishing and placing topsoil by 8,000 CY to cover the areas outside the fill slopes to control erosion.

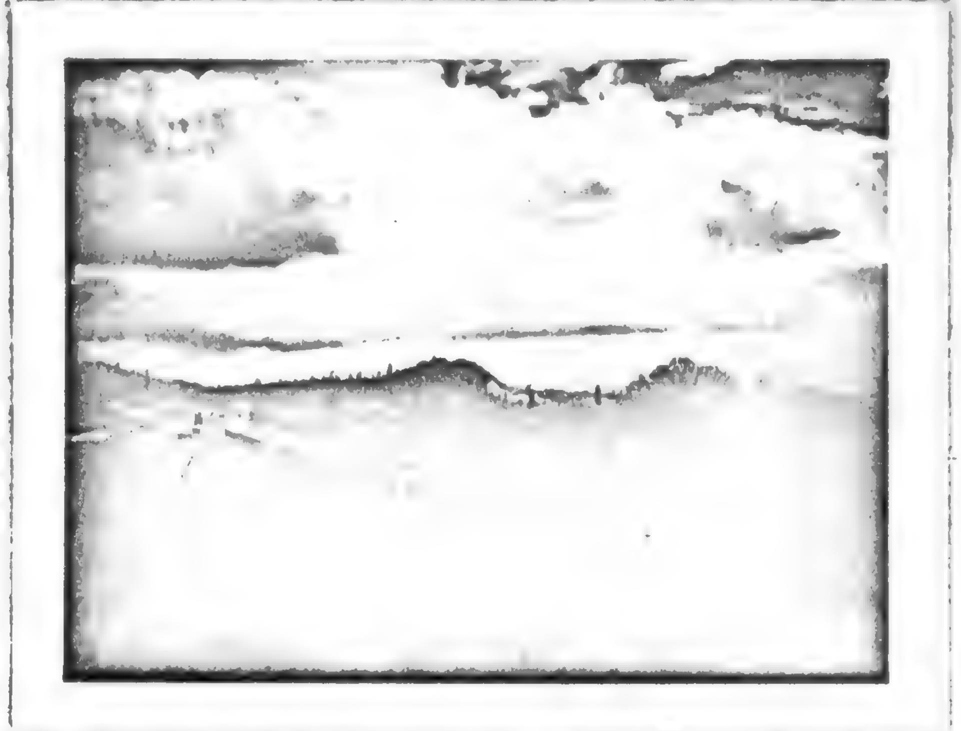
(more)

Compaction tests were reviewed and the required compaction has been acquired. Conventional testing has been used for 74 tests and the remaining tests to date have been checked with a nuclear device. All tests show that the material has met the required specifications.

Recommendations

The Chanceller Quarry listed as an available source owned by the State is visible from the roadway. As this source is only 0.4 mile left of Sta. 928, continued use would only create a larger scar on the adjacent terrain (See attached photo). I would recommend consideration be given to closing out this source and close its use for future projects.

The letter received from the contractor concerning the reconditioning of the borrow area did not cover the reestablishment of vegetation on the slopes. This was reviewed in the field and the Resident Engineer was instructed to obtain an agreement from the contractor to implement the requirements of Section 106 of the special provisions.



View of borrow excavation west of the Manzanita Rest Area.

View of the Chancellor Quarry 0.4 miles east of roadway left of Station 928.

RECEIVED
[illegible] 72

FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 1, 1972

TO Mr. J. X. Wilson
Region Construction Engineer
ROSEBURG

7561

ORIGINAL SIGNED
R.W. ELLISON

FROM

R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT Jumpoff Joe Cr.-Grants Pass Section
Contract 7561
Membrane Waterproofing

To decrease installation time required for waterproofing membrane on the decks of Louse Creek Bridge, 8018 (twin), Jumpoff Joe Creek Bridge, 8094 (twin) and Scoville Road Overcrossing 8500, approval has been obtained to install Carboline Company's Polytok Membrane 165 system instead of the Coal Tar-Glass Fiber system previously considered for these five decks. Please initiate a price agreement or extra work order for this work.

This installation may be made under the attached specifications which were modified from the specifications shown in a Carboline Company brochure, two copies of which are attached.

Please inform the contractor that a manufacturer's representative will be required to be present at the site during installation. Mr. David L. Muth, P. O. Box 116, Mercer Island, Washington 98040, is the local representative for Carboline Company.

A copy of a partially completed half slip indicating Federal Highway Administration approval is attached.

WR:dh
Attachment

cc A. E. Johnson
R. N. Bothman
H. A. Schell, Jr.

RECEIVED
MAY 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 19 1972
FOR FILING

7561

Genl files.

Salem, Oregon
April 6, 1972

Memo To the Files

RE: Current Work as it was Viewed
on Inspection Trip This Week
Jumpoff Joe Creek-Grants Pass Section
Contract No. 7561

NOTED
A. E. JOHNSON

Attached are some pictures of the operations that were going on on this project.

Photo No. 1 shows the cleanliness of a new 10,000-pound automatic batch plant which was made by Barber-Greene Company. This has an attached baghouse set up which is collecting all of the dust and smoke from this plant. This picture shows the plant in full operation and it is noted how clean the set up is. This would, as far as we could tell, pass any inspection as far as air pollution is concerned, as it has practically been eliminated.

Photos 3 and 4 as noted are of the A.C. laydown operation which was laying a Class "C" leveling course mix to smooth up the existing surface. This is a good operation and is using a new rubber-tired Barber-Greene Paver as shown with a long 40 to 50-foot length skt. The ride that is being obtained by this method is good and it appears that the following courses will probably add to a better ride.

Photo 5 is a 1"-0 stockpile that we noted that had previously been constructed in layers. This type of construction of stockpile helps eliminate segregation and as is taken off and is a very good construction method.

View 6 which we will probably hear more about later involves a borrow area on a sidehill. This borrow area, we understand, will be seeded and mulched at a later date and as far as the view from the highway itself it concerned is not objectionable. There was some talk that at the present time it leaves quite a scar when looking at it from a county road which lies to the west of the borrow area. Also, it is understood that the owner of the property wishes to make some type of a living or housing units in this area and will use the leveled off portion for this.

One other thing that was discussed on this inspection trip with the Resident Engineer and John Sheldrake, Region Construction Engineer, was the bridge seals that we would have to put on approximately six structures on this section. Recently, there has been devised a new type seal which can be laid in quite a bit faster method than those previously proposed, and I have contacted the Bridge Section and suggested that this type seal be laid on these six structures so that we can expedite the work as this will be under traffic. The Bridge Section is looking into this and will come up with their recommendations also.

It was brought to our attention also by Resident Engineer Brown that the brush rail that has been designed for the median barrier was not shown as going around the columns on some overhead structures. When this median separates, it was considered to be guardrail and the guardrail does not contain this brush rail. However, this brush rail should be extended around these structures and Brown will make up a Price Agreement for approval to put this brush rail around these columns where this median splits to protect these columns. This will be coming in later. This was discussed with the Design Section after I got back in, and in future jobs, they will see that this is included as part of the contract work.

John H. Walker
Quality Control and Training Engineer

JHW:fw
Attach.
cc A. E. Johnson

RECEIVED
APR 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

AREA CODES - VANCOUVER 206, PORTLAND 503 EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N. E. 72nd Avenue ○ Phones: Vancouver 693-4719 ○ Portland, 285-9232
VANCOUVER, WASHINGTON 98661

April 3, 1972

Mr. Bill E. Brown, Res. Engr.
Oregon State Highway Department
P. O. Box 368
Medford, Oregon 97501

Re: OSHD Contract #7561
Jumpoff Joe Cr.-Grants Pass Sect.

Dear Sir:

Please, let this letter serve as notice under Section 109.05 of the Standard Specifications for Highway Construction (Oregon, 1970) of a claim for extra compensation. It is further, respectfully requested, that this letter serve as notice and as a request for an adjustment of contract time on Sub-Section 108.09 of said Standard Specifications.

A situation has arisen that will make changes and alterations in the plans, quantities and details of construction as described in subsections 104.02 and 109.04 of said Standard Specifications as well as changes in, 1.) Subsection 107.01 Laws to be observed, 2.) Subsection 107.02 Permits, Licenses and Taxes.

No Change in plans, quantities, detailed construction or character of work.

The Contractor has:

1.) Licensed his trucks as specified in subsection 107.02.
2.) Observed all laws as required under subsection 107.01.

On March 29, 1972, P. M. the Contractors forces noticed the Josephine County Road forces posting a 44,000 lb. load limit on Pine Crest County Road, a haul route for hauling contract items for the above captioned project.

To this date the Contractor has been hauling legal five axel truck and trailer loads of 75,280 lbs. starting from the Fall of 1971 thru the Winter of 1972 to March 29, 1972.. The Josephine County Road forces have been maintaining said route at a minimum expense to date.

The above causes the Contractor to haul a longer distance, go thru the business district of the City of Grants Pass and travel a slower and more dangerous and inconvienent route to the public. It also causes the Contractor to incur considerable added cost and time.

No Guarantee made under the contract that contractor would be able to haul over any county roads. Material source is his own selection, as is selection if haul routes.

To - Mr. Bill E. Brown, Res. Engr.

April 3, 1972

From - S. D. Spencer & Son

Regarding - OSHD Contract #7561/Jumpoff Joe Cr.-Grants Pass Section

---

The Josephine County Commissioners in an informal talk have indicated that their share of License and P. U. C. collected and apportioned by the Oregon State Highway Department is inadequate and does not compensate them fairly. (Note the trucks and trailers being used are registered in Josephine County.)

The Contractor bid to and did develope the aggregate source in a manner (conveyed material across the Rogue River) so that the hauling of material thru the business area of the City of Grants Pass would be held at a minimum by hauling over Pine Crest County Road.

When the added cost and extra time needed can be ascertained the Contractor will present them for Oregon State Highway Department action.

Very truly yours,

George D. Spencer

George D. Spencer
S. D. Spencer & Son

GDS/jl

RECEIVED
MAR 7 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
March 2, 1972

7561

SUBJECT: Existing Guardrail
Jumpoff Joe Creek-Grants Pass
Pacific Highway
Contract No. 7561

To:

Mr. J. H. Versteeg
Regional Engineer
State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

NOTED
A. E. JOHNSON

ATTENTION: Mr. John Sheldrake

The matter of disposition of the existing guardrail on the subject project has been discussed with Mr. Johnson and Mr. Klaboe and the decision made to remove the old painted rail and replace with new galvanized rail meeting our current specifications.

Since the old rail does not meet our specifications for strength, and would require continued painting if it were used for maintenance replacement, it should be removed from the project and disposed of. I would suggest that, since the contractor does not want the rail members, it be stockpiled at some suitable location on State property by the contractor for later disposal as scrap metal.

F. D. Morgan
Construction Engineer

By C T Keasey
C. T. Keasey
Field Construction Engineer

CTK:fw

cc A. E. Johnson
R. N. Bothman

RECEIVED
MAR 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 6 - 1972

FOR FILING

I-5-2(67)59
7561

January 5, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal Aid Project No.
I-5-2(67)59

Dear Mr. Simpson:

Herewith for your consideration and approval are copies of Extra Work Order No. 7, Contract No. 7561, covering abandonment of wells and provide well treatment on the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway in Josephine County.

The contractor was required to perform drilling work in the southbound rest area under approved Price Agreement No. 1. The special provisions attached to the price agreement provide for the treatment of wells and the abandonment of wells to be paid for on a force account basis. This order covers the cost of performing this work.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on December 20, 1971.

Your approval as of December 20, 1971 is requested.

Very truly yours,

Tom Edwards
State Highway Engineer

By ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programming Engineer

BMW:dg

SU-585(1) SE 242nd Ave.-SE Cochrane Rd. 1971
(Gresham) Sec., of FAS 646
#7562 (Grading & paving)

C&A 4193 - 4-12-71

STATE COPY

FORM PR-326 (REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC

1-23-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

7562

NOTED
A. E. JOHNSON

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

STATE: Oregon
REGION NO.: 10
SIGNATURE: R D
COUNTY: Multnomah
TITLE: Office Engineer
PROJECT NO.: SU-584(1) & SU-585(1)
BUREAU OF PUBLIC ROADS INSPECTION MADE BY: W. H. Bryant, Area Engineer, FHWA.
DATE OF INSPECTION: July 11, 1972
IN COMPANY WITH: Al Harwood, Asst Reg Engr, OSHD; Clayton Aurther, Res Engr, Multnomah County.
CONTRACTOR'S NAME: Oregon Asphaltic Paving Co.
CONTRACT AMOUNT: $ 381,471.50

DESCRIPTION OF IMPROVEMENT AS PROGRAMED:
Grade, Drain, High Type
Pavement on 4-11' Lanes

IMPROVEMENT AS CONSTRUCTED

ROADBED (*Width* 76 *feet*)

TYPE CODE NUMBER	NET LENGTH (*Miles*)	BASE SURFACING WIDTH (*Feet*)	STRUCTURES OVER 20-FOOT SPAN: TYPE CODE NUMBER	STRUCTURES OVER 20-FOOT SPAN: NET LENGTH (*Miles*)
6205	0.726	76		
6205	0.315	76		

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

COPY SENT

JAN 23 1973
REGIONAL OFFICE

cM Const Young 1-24-73

S. E. 242nd DRIVE-S. E. COCHRANE RD.
FAS 646 and FAS 954

This project provided for the construction of highway roadbed between S. E. 242nd Drive and Cochrane Road within the City of Gresham, involving grading, drainage, lime-treated subgrade, and asphalt concrete pavement.

The contract was awarded on May 25, 1971, and completed in reasonably close conformance with approved plans and specifications on June 21, 1972 at a final cost of $418,394.61 or 3.49% below the authorized amount of $433,540.71. The final cost of completing the contract items of work was $351,120.00 or 7.96% below the original contract amount of $381,471.50. A total of 136 calendar workdays were used in completing the work as compared to the contract

(more)

ACCEPTANCE OF PROJECT IS RECOMMENDED
SIGNATURE: W H Bryant
W. H. Bryant
TITLE: Area Engineer
DATE:

ACCEPTED BY BUREAU OF PUBLIC ROADS
SIGNATURE:
G. L. Green
TITLE: Division Engineer
DATE: -23-73

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

time of 120 calendar workdays. An additional 16 calendar workdays were approved on September 9, 1972.

There were no major significant overruns or underruns. There were 11 price agreements and 3 extra work orders approved during the life of the contract.

A copy of the materials certification is attached to the Division office copy of this report. This materials certification indicates that 1,153 tons of the Class "B" asphalt concrete used in driveways and road approaches were not field sampled and tested during production.

Acceptance of the project is recommended.

RECEIVED
OCT [illegible] 1972

FOR FILING

7562

October 24, 1972

General Insurance Co. of America
Portland Service Office
1900 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On October 16, 1972, we wrote to you concerning release of final payment on Contract No. 7562 awarded to Oregon Asphaltic Paving Company for work on S. E. 242nd Drive-S. E. Cochrane Road in Gresham on FAS 646 and 954 in Multnomah County.

Final payment on this contract is $13,681.74 and the total contract amount is $417,894.61 including $3,982.58 for work performed under force account.

Very truly yours,

G. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Oregon Asphaltic Paving Co.
1220 S.E. 190th Avenue
Portland, Oregon 97233

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Mosner
L. W. Rulien

5

RECEIVED
1
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7562

DATE September 12, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Extension of Time, Contract No. 7562**
Gresham Section, FAS 646 and 954

Oregon Asphaltic Paving Company, contractor on the S. E. 242nd Drive-S. E. Cochrane Road (Gresham) Section of FAS 646 and 954 in Multnomah County, has requested a 25-day extension of the contract time because of a concrete strike and extra work added to the contract. There are only 16 days liquidated damages withheld at the rate of $100 per day. The project was completed June 21, 1972.

There were several significant Price Agreements on the project. These included backfilling subexcavated areas, added lime treatment of the subgrade, and a special manhole. The contractor started work promptly on June 2, 1971, before the calendar workday count started on June 7 and completed all but the top lift paving during the 1971 season.

I have approved an extension of 16 days which will delete all liquidated damages and your concurrence in this action is requested. This was a Federal-aid Secondary project and the specific concurrence of the Federal Highway Administration is not required.

This matter will be on the agenda for the September 19 meeting.

cc: Cecil Head
G. M. Baldwin
F. B. Klaboe
A. E. Johnson
L. H. Young
V. E. Skoog
C. T. Keasey
L. W. Rulien
V. L. Gallagher
Gary Ross
Gary Sund

JAB:fw dps

S

RECEIVED
SEP 1[illegible] 1972

FOR FILING

7562

September 12, 1972

Oregon Asphaltic Paving Company
1220 S. E. 190th Avenue
Portland, Oregon 97233

Gentlemen:

Your request for a time extension of 25 days on Contract No. 7562, for work on the S. E. 242nd Drive-S. E. Cochrane Road (Gresham) Section of FAS 646 and 954 in Multnomah County, has been considered.

Careful consideration was give to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 16 days is granted. This will delete all time liquidated damages on this project.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc: Robert Nordlander
Multnomah County
Cecil Head
F. B. Klaboe
A. E. Johnson
C. E. Keasey
V. E. Skoog
L. W. Rulien
V. L. Gallagher

JAB:fw dps

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7562 Contractor Oregon Asphaltic Paving Co.

Highway FAS 646 and 954

Section SE 242nd Dr.-SE Cochrane Rd. (Gresham).

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or [✓ **GRANTED**]. The reasons for such recommendation are as follows:

Grant 16 days for extra work.

Recommended for Approval:

Allan C Dewar

Division Engineer

for

Construction Engineer or ~~Bridge Engineer~~

F.B. Klaboe

State Highway Engineer

Contract No.	7562
Project designation (State-Federal)	SU-584(1) & SU 585(1)
Date awarded	May 25, 1971
Work started	June 2, 1971
Per cent completed (Date)	100% June 21, 1972
No. of Workdays Allowed	120
No. of Workdays Used	135
No. of Added Workdays Requested	25

E—860 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 4, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 145 days, within which to complete our Contract No. 7562, without the assessment of liquidated damages. The said contract is described as follows: Grading & paving FAS 646 & 954, SE 242nd Dr.-SE Cochrane Rd. (Gresham), Multnomah County, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Strike between the Commercial Sand and Gravel and Ready Mix Concrete Assoc. and the International Union of Operating Engineers Local No. 701 prevented pouring manhole bases and pipe collars from June 11, 1971 to June 29, 1971 because of inability to secure concrete. In addition one "Extra Work Order" and nine "Price Agreements" added considerably to scope of work to be accomplished.

Respectfully submitted,

Oregon Asphaltic Paving Co.
Contractor

By WC Fry President
W. C. Fry

CONSENT OF SURETY

Date October 4, 1971

We, GENERAL INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard N Mahle
Richard N. Mahle Attorney-in-fact (SEAL)

Not Required.
Resident A

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1972

SUBJECT: SE 242nd-SE Cochrane Rd. (Gresham) Section
Contract No. 7562
Request for Time Extension

To: A. E. Johnson
Assistant State Highway Engineer

FROM:
John A. Bond
Construction Administration Engineer

Oregon Asphaltic Paving Company requests a 25-day extension of time because of a concrete strike and added orders. Attached are the Multnomah County and Region I office recommendations both of which recommend a complete time extension. Actually there are only 16 days liquidated damages withheld at the rate of $100 per day. The project was completed June 21, 1972. The engineering was performed by Multnomah County. They put the project under a stop work order in October, 1971 when all work was completed except the top lift paving.

There are several significant Price Agreements on the project. These include backfilling subexcavated areas, added lime treatment of the subgrade, and an expensive extra special manhole. The contractor started work promptly on June 2, 1971 before the calendar workday count started on June 7.

On just a time/money basis, the money overrun from the added orders in excess of the original contract amount would justify 12 days. This merely illustrates that significant time extension is appropriate and we concur in the field recommendations for a 16-day extension which would delete all liquidated damages.

This was a Federal-aid Secondary project so specific FHWA concurrence is not required. Rough drafts to the contractor and the Commission are attached.

RECEIVED
SEP 11 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

JAB:fw
Enc.
cc V. L. Gallagher

SP*52475-734

[illegible]
[illegible] 1972

7562

5

July 3, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. SU-384(1)
SU-385(1)

FROM George M. Baldwin
Administrator of Highways

by

L. H. Young
Programing Engineer

SUBJECT Notification; Contract Work Completed

Contract 7562 Work Completed June 21, 1972

Project S.E. 242nd Dr.-S.E. Cochrane Rd. (Gresham)

Highway FAS 646 and 934

County Multnomah

VG:js

7562

S

FORM 2-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: SE Division and SE 257th Drive	SECTION: S.E. 242nd Drive to S.E. Cochrane Road	WEEK ENDING: June 24, 1972
		SECTION PREFIX: 526-1041
	HWY: SE Division - FAS 646 SE 257th Dr. - FAS 954	COUNTY: Multnomah
	KIND OF WORK: Grading & Paving	
CONTRACTOR: Oregon Asphaltic Paving Company	CONTRACT NUMBER: 7562	FEDERAL AID PROJECT NUMBER: SU-585 (1), SU-584 (1)
DATE OF CONTRACT: May 25, 1971	DATE WORK STARTED: June 2, 1971	ESTIMATED COMPLETION DATE: June 30, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION 1	SPECIFIED WORK DAYS / SPECIFIED CALENDAR/DAYS: /work 120	WORK DAYS USED / CALENDAR DAYS USED: 135
	SPECIFIED COMPLETION DATE: October 15, 1971	PERCENT OF TIME ELAPSED: 112.50%
PROJECT AUTHORIZATION: $ 433,540.71	ENGINEERING AUTHORIZATION: $ 0	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95%
EXCLUSIVE OF ENGINEERING: $ "		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95%
ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING: $ "	ENGINEERING COST TO DATE: $ 0	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 0 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.07	1.07			1.07 1.07
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.07				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	23,200 cy	26,000 Ton			
TOTAL QUANTITIES CORRECTED TO DATE	23,200 cy	26,000 Ton			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	23,200 cy	26,000 Ton			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

2 rollers, 1 paver, 1 distributor, 6 trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY
SUNDAY 18	Fair	0	
MONDAY 19	Fair	0	
TUESDAY 20	Cloudy	0	
WEDNESDAY 21	Cloudy	0	
THURSDAY 22	Cloudy	0	
FRIDAY 23	Showers	0	
SATURDAY 24	Rain	0	

CAUSE OF DELAY

Routing
Kossey RECEIVED Posse
Bond Glenn
Walker JUN 30 1972 Litchfield
Johnson CONSTRUCTION SECTION Berg

All contract work completed.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work.
MONDAY	Paving final lift on Division.
TUESDAY	" " " "
WEDNESDAY	All contract work completed.
THURSDAY	No work due to early morning rain.
FRIDAY	" " " " " " "
SATURDAY	No work.

REMARKS

SIGNED Clayton G. Aitken LOCATION 2115 SE Morrison
Portland 97216

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

7562

S

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPART ENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S.E. 242nd Drive to S.E. Cochrane Road

WEEK ENDING: June 24, 1972

SECTION PREFIX: 526-1041

SE Division - FAS 646
SE 257th Dr. - FAS 954

COUNTY: Multnomah

NAME OF JOB: SE Division and SE 257th Drive

KIND OF WORK: Grading & Paving

CONTRACTOR: Oregon Asphaltic Paving Company

CONTRACT NUMBER: 7562

FEDERAL AID PROJECT NUMBER: SU-585 (1), SU-584 (1)

DATE OF CONTRACT: May 25, 1971

DATE WORK STARTED: June 2, 1971

ESTIMATED COMPLETION DATE: June 30, 1972

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 6 SUPERVISION: 1

SPECIFIED WORK DAYS

SPECIFIED CALENDAR /work DAYS 120

WORK DAYS USED

CALENDAR DAYS USED 138

PROJECT AUTHORIZATION: $ 433,540.71

SPECIFIED COMPLETION DATE: October 15, 1971

PERCENT OF TIME ELAPSED: 115.00%

EXCLUSIVE OF ENGINEERING: $ "

ENGINEERING AUTHORIZATION $ 0

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 95%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ "

ENGINEERING COST TO DATE $ 0

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95%

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 0 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.07	1.07			1.07
MILES PARTIALLY COMPLETED					1.07
MILES COMPLETED	1.07				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	23,200 cy	26,000 Ton			
TOTAL QUANTITIES CORRECTED TO DATE	23,200 cy	26,000 Ton			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	23,200 cy	26,000 Ton			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

2 rollers, 1 paver, 1 distributor, 6 trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 18	Fair	0		
MONDAY 19	Fair	0		
TUESDAY 20	Cloudy	0		
WEDNESDAY 21	Cloudy	0		
THURSDAY 22	Cloudy	1		
FRIDAY 23	Showers	1		
SATURDAY 24	Rain	1		

Routing
Keasey K
Bond
Walker
Johnsen
Pease E
Glenn
Litchfield
Berg

RECEIVED
JUN 28 1972
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work.
MONDAY	Paving final lift on Division.
TUESDAY	" " " " "
WEDNESDAY	" " " " "
THURSDAY	No work due to early morning rain.
FRIDAY	" " " " " " "
SATURDAY	No work.

REMARKS

SIGNED Clayton G. Arthur LOCATION 2115 S.E. Morrison

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 6-19	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Multnomah
PROJECT REPORT NO. 3	*(PPM 21-7)* 6-3-71	PROJECT NO. SU-585(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.E. Division St.-Cochrane Road, 257th Drive (Gresham)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-31-71	0.315
OTHER *(Specify)*		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 116,480.00	$ 74,022.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By B. Klueber
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By S. L. Green
(Division Engineer)
For: R. E. Simpson
Date executed by Division Engineer JUN 3 1971

Oregon State Highway Division

Federal Aid
Project No. SU-58-(1)

S.E. DIVISION STREET-COCHRANE ROAD

257TH DRIVE (GRESHAM) SECTION

MULTNOMAH COUNTY ROAD FAS 954

Salem, Oregon, June 1, 1971

Project agreement estimate.

Type Code 6205
Roadway (Sta. 101+75 to Sta. 118+39.47)

Temporary Protection and Direction of Traffic	All Required (35%)		$ 1,575.00
Clearing and Grubbing	All Required (35%)		35.00
Removal of Structures and Obstructions	All Required (35%)		70.00
General Excavation	4,500 cu.yd.	1.35	6,075.00
Trench Excavation	360 cu.yd.	1.70	612.00
Finishing Roadbed and Slopes	All Required (35%)		472.50
Watering	25 M-gal.	4.00	100.00
3/4" - 0 Aggregate Base in Sidewalk	240 cu.yd.	6.00	1,440.00
Lime Treated Subgrade	15,000 sq.yd.	0.47	7,050.00
Lime for Treated Subgrade	170 ton	37.00	6,290.00
Class B Asphalt Concrete	7,300 ton	7.75	56,575.00
Asphalt in Tack Coat	1 ton	100.00	100.00
8-inch Sewer Pipe	340 lin.ft.	2.50	850.00
12-inch Sewer Pipe	420 lin.ft.	4.80	2,016.00
15-inch Sewer Pipe	450 lin.ft.	6.15	2,767.50
Concrete Manholes	3 only	375.00	1,125.00
Concrete Inlets, Type G	4 only	125.00	500.00
Concrete Inlets, Type G-1	5 only	130.00	650.00
Concrete Driveways	90 sq.yd.	6.15	553.50
Concrete Curbs	130 cu.yd.	41.00	5,330.00
Adjusting Inlets	1 only	50.00	50.00
			$ 94,236.50
Flagging (60% of Contractor's Cost)	All Required (35%)		1,750.00
Temporary Erosion Control	All Required (35%)		175.00
Laboratory Fees	All Required (35%)		700.00
Fill Sand	All Required (35%)		6,300.00
Granular Pipe Bedding and Backfill	All Required (35%)		2,730.00
			$ 11,655.00
	Subtotal		$105,891.50

10% Engr. & Cont.	10,588.50
Total	$116,480.00

Length of Roadway 0.315 mile
Cost of Roadway per mile $369,777.78

Federal Funds	$74,022.00
State Funds	21,229.00
County Funds	21,229.00
Total	$116,480.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

State Funds for Maint.: Chap. 529, Laws 1939.

Group 2 - 35%

Contract No. 7562

Prefix 526-1041

S.E. DIVISION ST.-COCHRANE ROAD

Project No. SU-585(1)

Nonparticipating - State Work

Mailbox Posts	35 lin.ft.	3.00	$ 105.00

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 6-18	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	TE Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Multnomah
PROJECT REPORT NO. 3	*(PPM 21-7)* 6-3-71	PROJECT NO. SU-584(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.E. 242nd Drive-S.E. 257th Drive, S. E. Division St. (Gresham)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-31-71	0.726

OTHER *(Specify)*

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 339,383.00	$ 215,677.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)
For: R. E. Simpson

Date executed by Division Engineer JUN 3 1971

FORM PR-2 (REV. 1-70)

PREVIOUS EDITIONS ARE OBSOLETE

Federal-Aid
Project No. SU-584(1)

Oregon State Highway Division

S.E. 242ND DRIVE-S.E. 257TH DRIVE

S.E. DIVISION STREET (GRESHAM) SECTION

MULTNOMAH COUNTY ROAD FAS 646

Salem, Oregon, May 28, 1971

Project agreement estimate.

Type Code 6205
Roadway (Sta. 433+65.61 to Sta. 472+00)

Temporary Protection and Direction of Traffic	All Required (65%)		$ 2,925.00
Clearing and Grubbing	All Required (65%)		65.00
Removal of Structures and Obstructions	All Required (65%)		130.00
General Excavation	18,700 cu.yd.	1.35	25,245.00
Trench Excavation	3,300 cu.yd.	1.70	5,610.00
Finishing Roadbed and Slopes	All Required (65%)		877.50
Watering	115 M-gal.	4.00	460.00
3/4" - 0 Aggregate Base in Sidewalk	560 cu.yd.	6.00	3,360.00
Lime Treated Subgrade	36,000 sq.yd.	0.47	16,920.00
Lime for Treated Subgrade	410 ton	37.00	15,170.00
Class "B" Asphalt Concrete	18,700 ton	7.75	144,925.00
Asphalt in Tack Coat	3 ton	100.00	300.00
Concrete Collars	All Required		1,300.00
7' x 5'-1" Structural Plate Pipe Arch, 12 Gage	100 lin.ft.	48.00	4,800.00
8-inch Sewer Pipe	960 lin.ft.	2.50	2,400.00
12-inch Sewer Pipe	480 lin.ft.	4.80	2,304.00
18-inch Sewer Pipe	900 lin.ft.	6.90	6,210.00
21-inch Sewer Pipe	440 lin.ft.	7.90	3,476.00
24-inch Sewer Pipe	2,800 lin.ft.	9.25	25,900.00
30-inch Sewer Pipe	48 lin.ft.	15.00	720.00
12-inch Culvert Pipe	46 lin.ft.	3.50	161.00
Concrete Manholes	14 only	375.00	5,250.00
Concrete Inlets, Type D	2 only	150.00	300.00
Concrete Inlets, Type G-1	19 only	130.00	2,470.00
Concrete Inlets, Type CG-1	2 only	150.00	300.00
Concrete Driveways	310 sq.yd.	6.15	1,906.50
Concrete Curbs	310 cu.yd.	41.00	12,710.00
Adjusting Manholes	11 only	50.00	550.00
Setting Monument Boxes	2 only	20.00	40.00
			$286,785.00

Flagging (60% of Contractor's Cost)	All Required (65%)	$ 3,250.00
Temporary Erosion Control	All Required (65%)	325.00
Laboratory Fees	All Required (65%)	1,300.00
Fill Sand	All Required (65%)	11,700.00
Loose Riprap	All Required	100.00
Granular Pipe Bedding and Backfill	All Required (65%)	5,070.00
		$ 21,745.00

Subtotal	$308,530.00
Engr. & Cont.	30,853.00
Total	$339,383.00

Length of Roadway - - - - - - 0.726 Mile
Cost of Roadway Per Mile- - - $467,469.70

Federal Funds -	$215,677.00
State Funds -	61,853.00
County Funds- -	61,853.00
Total	$339,383.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 65%

Contract No. 7562

Prefix: 526-1041

S.E. 242ND DRIVE-S.E. 257TH DRIVE

PROJECT NO. SU-584(1)

Nonparticipating - State Work

Mailbox Posts	115 lin.ft.	3.00	$ 345.00

RECEIVED
JUN 8 - 1971
FOR FILING

SU-585(1)

7562

June 3, 1971

Oregon Asphaltic Paving Co.
1220 S. E. 190th Avenue
Portland, Oregon 97233

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7562 for work
on S.E. 242nd Drive and S.E.
Cochrane Road in the City of
Gresham on FAS 646 and 954
in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
Multnomah County Engineer

RECEIVED
MAY 4 - 1971
FOR FILE

SU-585+(1)
7562

April 12, 1971

Board of County Commissioners
Multnomah County
Courthouse
Portland, Oregon 97204

MISC. CONTRACTS and
AGREEMENTS No. 4193

Attention: Harold Jensen
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Multnomah County, City of Gresham and the Oregon State Highway Commission covering S. E. 242nd Drive-S.E. Cochrane Road section of FAS 646 and FAS 954.

A fully executed copy of this agreement is being sent to the City of Gresham and one is being retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

April 12, 1971

City of Gresham
City Hall
Gresham, Oregon 97030

Attention: Arnold Evans
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Multnomah County, City of Gresham and the Oregon State Highway Commission covering S.E. 242nd Drive-S.E. Cochrane Road Section of FAS 646 and FAS 954.

A fully executed copy of this agreement is being sent to Multnomah County and one is being retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox

3-31-71

TRANSACTION NUMBERS 4-6 THRU 4-8

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FORM PR-48
(REV. 7-67)

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-31-71

BY (Signature): MR. YOUNG'S MARCH 26, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1052 THRU 1054

OTHER IDENTIFICATION AND/OR REMARKS (State)

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
1052	SU-584(1)	0.78	287,000	182,200	SE 242ND DRIVE - SE 257TH DRIVE (GRESHAM)	GRADE, DRAIN, HIGH TYPE PAVEMENT ON 4 11' LANES.
1053	SU-585(1)	0.38	113,000	71,700	SE DIVISION ST. TO SE COCHRANE ST. (GRESHAM)	GRADE, DRAIN, HIGH TYPE PAVEMENT ON 4 11' LANES.
1054	SU-198(8)	1.33	325,000	206,000	LOMBARD STREET - [illegible] JAMIESON ROAD (BEAVERTON)	GRADE, DRAIN, HIGH TYPE PAVEMENT ON 4 11' LANES.

Young 4-5-71

RECEIVED
APR 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

THE 11 FOOT LANES HAS BEEN APPROVED AS AN EXCEPTION TO THE SECONDARY ROAD PLAN DESIGN CRITERIA.

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

NOTED
R. B. KLAGES

NOTED
TOM EDWARDS

RECEIVED
APR 5 - 1971
FOR FILING
DATE 3-31-71

SU-585(1)

RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
	3-31-71	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

FEDERAL - AID PROGRA

(PPM 21-1)

MONTHLY TRANSACTION NO.		FORM PR-1 (REV. 4-61) 3-26-71					
DATE SUBMITTED TO W. O.							
CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co.Rd. 0.1 Mi. E. of S.E. Burnside Rd. E. 0.78 Mi. 21 65	**ADT**	PRESENT 4,500	FUTURE 10,000 (66) (70)	YEAR 91 (71) (72)	REGIO 08
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., High-Type Pavement 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73) / PL. AUTH YR (74) (75) / PREF 14
CARD 4	CLASS OF FEDERAL FUNDS Secondary					COUNTY NAME MuL	
	NAME OF URBAN AREA Portland 17-31					ROUTE NO. S	FEDERAL - AID 646

ESTIMATED PROJECT COST BY P

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		Co.Rd. 0.1 Mi. E. of S.E. Burnside Rd. (S.E. Division St., Gresham) E. 0.78 Mi.			
5					**ROW**		[S.E. 242nd Dr.-S.E. 257th Dr. (S.E. Division Street, Gresham) Section]			
5					**CONST** (CODE) 6205			0.78	287,000	182,200
							PROJECT TOTALS	0.78	287,000 (16) (23)	182,200 (24) (33)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1956

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-71

Rd. 65	ADT	PRESENT 4,500	FUTURE 10,000 (68) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 1052 (14) (18)

						PROJECT NUMBER			I. Projects Only	
(68)	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
	(69)	(70)	(71)	(72) (73)	(74) (75)	SU- 14 23	584 7	(1) 13	(24) (26)	27

COUNTY NAME	Multnomah		CODE 051 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. S	FEDERAL-AID 646 (32)	STATE Co.Rd. (36)	U.S. (37) (41)	

		ESTIMATED PROJECT COST BY PHASES				
	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (58)	(59) (66)	(67) (76)			
i.						Gr., dr., 4-11' lanes high-type pave., 12' median, 10' shldr. area and curbs with 7' gravel footpaths.
E.						
	0.78	287,000	182,200	52,400	52,400 (Co.)	ROW-90' normal; Access Control-none; Park. Restrictions-none.
ECT ALS	0.78	287,000	182,200	52,400	52,400 (Co.)	
		(16) (23)	(24) (33)	REMARKS		

-OVER-

USCOMM DUSCOMM-DC 48908-P61

S.E. 242ND DRIVE-S.E. 257TH DRIVE SECTION (S.E. DIVISION ST.)
PROJECT SU-584(1)

Existing Facility:

Two 11-foot bituminous lanes with 2-foot gravel shoulders.

Adjacent Sections:

West End: Four 11-foot bituminous surfaced lanes. 12-foot median and 10-foot shoulder area.

East End: Two 11-foot bituminous surfaced lanes with 4-foot gravel shoulder area.

Project Data:

Grade and drain, 4-11' lanes A.C. pavement, 12' median (left-turn refuge), 10' parking area, curbs and 7' gravel footpaths. The 76' area between curbs to be paved and striping adjusted to satisfy traffic turning demands.

Exception to Minimum Design Standards:

The 11' travel lanes are substandard for multilane highways as 12' lanes are required by AASHO "Geometric Design Standards For Highways Other Than Freeways 1969" which is included as the geometric design standards for Oregon Secondary Road Plan. However, the section of road involved is urban (in City of Gresham) in characteristics and in accordance with the AASHO publication 11-foot travel lanes may be used for Urban highways (Page 15 "Urban Highways"). The County and the City within its boundaries have agreed to 11-foot travel both inside and outside of cities for purposes of uniformity. The high cost of additional right of way in the Urban area makes it impractical and very much in the public interest not to provide the additional width necessary for 12-foot lanes.

Right of Way:

90' normal.

Access Control:

None.

System Action, Railroads, Airports, Water Development, Historical and Recreational Areas:

None involved.

Public Hearing:
Held 5-28-70.

Relocation Assistance Payments:
None involved as additional ROW not required. The project is within the existing ROW.

Social, economic and effects considered and "Negative Declaration" concurred in as of February 26, 1971.

Location/Design:
Approved March 23, 1971.

State Clearinghouse:
Approved January 1, 1971.

District No. 2 Clearinghouse (CRAG) approval requested December 30, 1970 and no response received within the 60-day limit.

Certification, required under Section 128 "Public Hearings" of Title 23 USC with documentation, is in the Highway Division project files under the Secondary Road Plan.

3-23-71

LOCATION - DESIGN APPROVAL

COUNTY: MULTNOMAH

SECTION: S.E. 242nd Drive-S.E. Cochrane Road

FAS NO.: 646 and 954

ROAD NAME: S.E. Division Street and S.E. 257th Drive

PROJECT DESCRIPTION: Grade, drain, base, curb and pave a four-lane facility 76 feet between curbs consisting of four 11-foot travel lanes, two 10-foot parking lanes, and a 12-foot median.

ESTIMATED COST: $400,000

HIGHWAY COMMISSION APPROVAL: January 7, 1971

HEARING: May 28, 1970 by County

STATE CLEARINGHOUSE REVIEW: January 27, 1971

SECTION 204 REVIEW: None received; 60-day time limit lapsed.

REMARKS: Environmental Negative Declaration endorsed February 26, 1971.

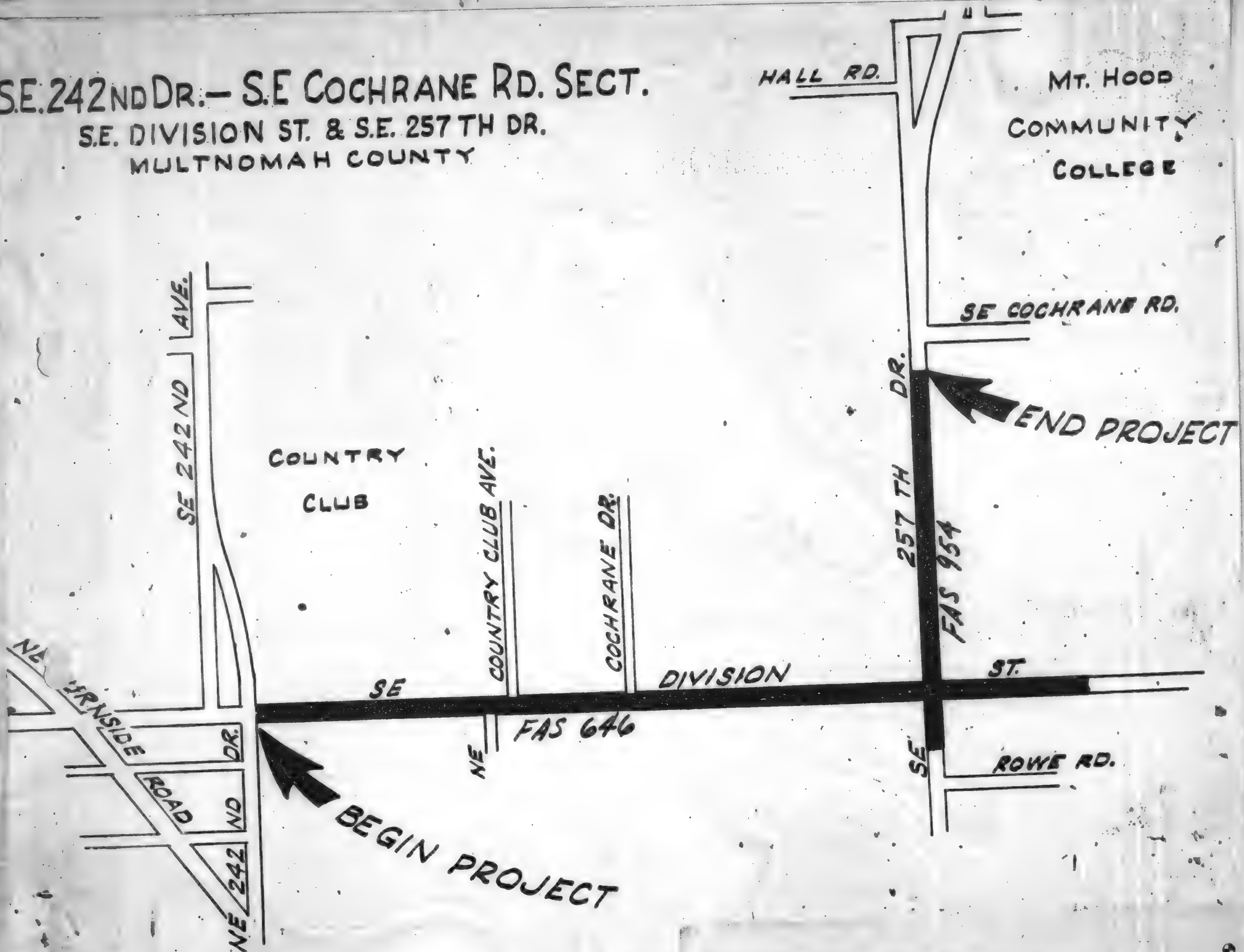
APPROVED: March 23 19 71

Klaboe

Assistant State Highway Engineer

S.E. 242ND DR. – S.E COCHRANE RD. SECT.

S.E. DIVISION ST. & S.E. 257TH DR.
MULTNOMAH COUNTY



HALL RD.
MT. HOOD COMMUNITY COLLEGE
SE 242ND AVE.
SE COCHRANE RD.
END PROJECT
COUNTRY CLUB
COUNTRY CLUB AVE.
COCHRANE DR.
257TH DR.
FAS 954
NE BURNSIDE ROAD
SE DIVISION ST.
FAS 646
NE
NE 242ND DR.
SE
ROWE RD.
BEGIN PROJECT

RECEIVED
MAR 29 1971

FOR FILING
S11-585(1)
7-62

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 1

S. E. Division Street

Section:	N. E. 242nd Drive - S. E. Cochrane Road	Res. Engr.	
Highway:	F.A.S. 646 & 954	Approx. Length	1.06+ Miles
County:	Multnomah	Sta.	to Sta.
Prefix:		Date	3-18-71
Mean Truck A.D.T.	216	Annual Precipitation	44"+
Traffic Coefficient	7.7	Frost Penetration	- - - -
18 kip s. a. per day	34.6	CBE Total Requirement	24.5

(1)

Typical Soil

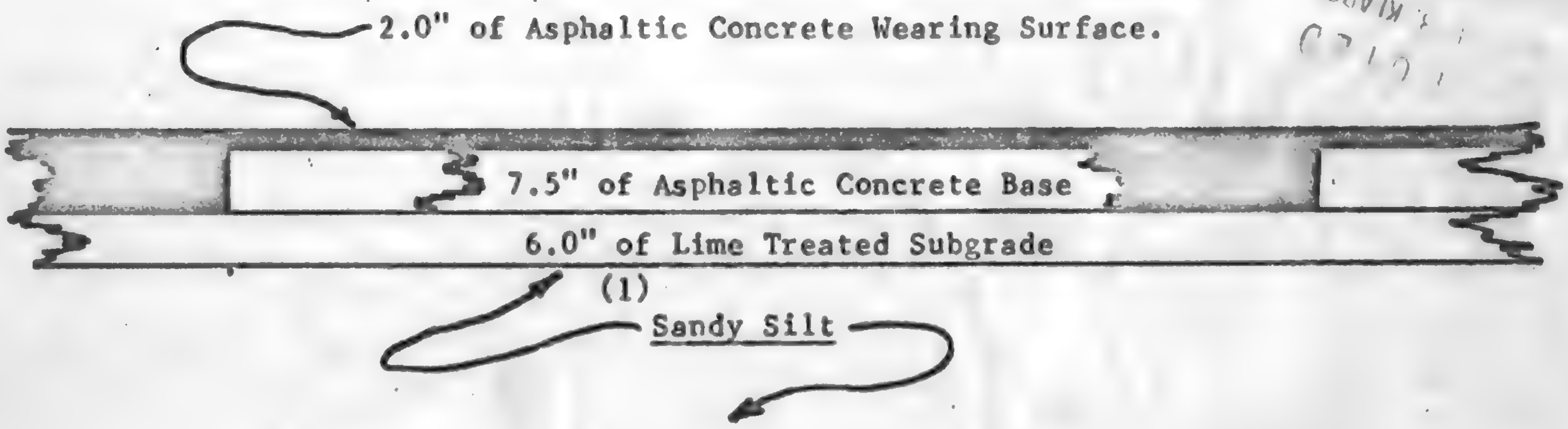
29	LL
5	PI
98	%P 10
83	%P 200
2	% Gravel
2	% C Sand
13	% F Sand
64	% Silt
19	% Clay
10	R Value
A-4	AASHO Classif.

Materials Source:

Commercial Sources are available.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C.W.S.
15.0	7.5	A.C.B.
5.0	6.0	L.T.S.
24.0	15.5	

STRUCTURAL SECTION


2.0" of Asphaltic Concrete Wearing Surface.
7.5" of Asphaltic Concrete Base
6.0" of Lime Treated Subgrade
(1)
Sandy Silt

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 2

S. E. 257th Drive

Section: N. E. 242nd Drive - S. E. Cochrane Road
Highway: F.A.S. 646 & 954
County: Multnomah
Prefix:

Res. Engr.
Approx. Length 1.06± Miles.
Sta. to Sta.
Date 3-18-71

Mean Truck A.D.T. 113
Traffic Coefficient 7.1
18 kip s. a. per day 18.1

Annual Precipitation 44"±
Frost Penetration - - - -
CBE Total Requirement 23.0

(1)
Typical Soil

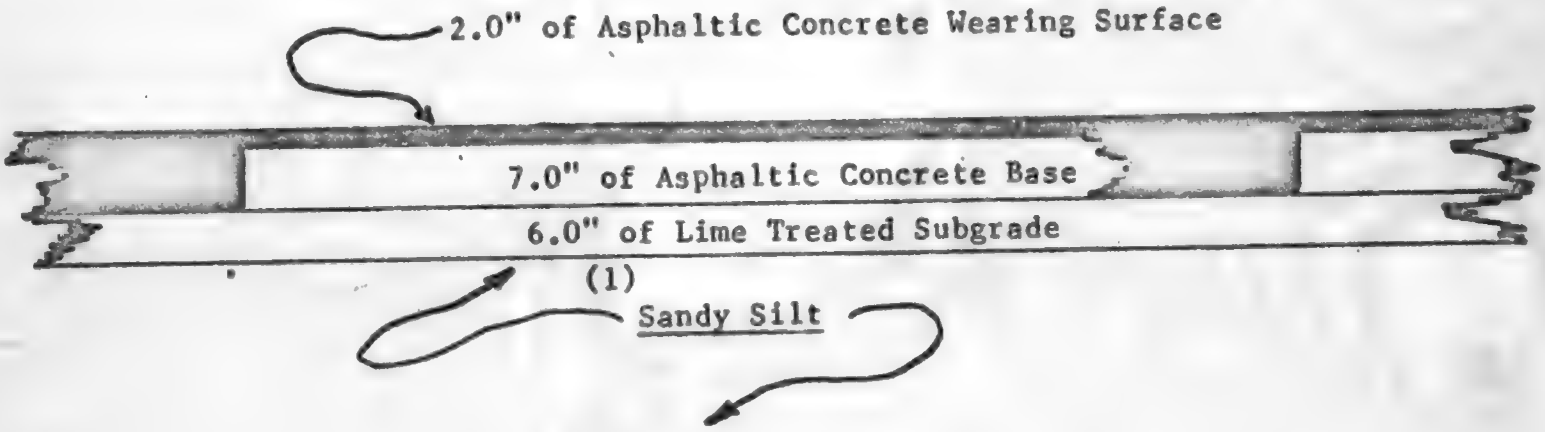
25	LL
0	PI
100	%P 10
77	%P 200
0	% Gravel
10	% C Sand
13	% F Sand
65	% Silt
12	% Clay
8	R Value
A-4	AASHO Classif.

Materials Source:

Commercial Sources are available.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C.W.S.
14.0	7.0	A.C.B.
5.0	6.0	L.T.S.
23.0	15.0	

STRUCTURAL SECTION


2.0" of Asphaltic Concrete Wearing Surface
7.0" of Asphaltic Concrete Base
6.0" of Lime Treated Subgrade
(1)
Sandy Silt

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by W. H.
Program and Planning Engineer

Approved by
Asst Asst. State Highway Engineer

FHWA
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: N.E. 242nd Drive-S.E. Cochrane Road

HIGHWAY: F.A.S. 646 & 954

COUNTY: Multnomah

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	A.C. Base	3/4"-0 Aggregate Base	Aggregate Base	L.T.S.	"CBE" Total Requirement	Actual Thickness
6.0 - 7.0	2.0"	6.0"	---	---	6.0"	21.0"	14.0"
4.8 - 6.0	2.0"	4.0"	---	---	6.0"	17.5"	12.0"
Cars Only	2.0"	4.0"	---	---	---	13.0"	6.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete W.S. & Base = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
1.0" Lime Treated Subgrade = 0.8" Crushed Base

Above factors apply to materials that comply with Standard Specifications, ~~Supplemental Standard Specifications,~~ and Special Provisions.

TRAFFIC ANALYSIS

SECTION: S. E. Division

HIGHWAY: F.A.S. 646

COUNTY: Multnomah

4500 Present ADT (1971)

3.0 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	95	2.2	209	152	450	68,400
3	30	2.2	66	48	1000	48,000
4	5	2.2	11	8	1250	10,000
5	5	2.2	11	8	3180	25,440
6	---	---	---	---	2570	- - -
				216	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 151,840

TWENTY YEAR EWL 3,036,800

TRAFFIC COEFFICIENT 7.7

TRAFFIC ANALYSIS

SECTION: S.E. 257th Drive

HIGHWAY: F.A.S. 954

COUNTY: Multn mah

3700 Present ADT (1970)

2 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	50	2.0	100	75	450	33,750
3	20	2.0	40	30	1000	30,000
4	3	2.0	6	5	1250	6,250
5	2	2.0	4	3	3180	9,540
6	--	---	---	--	2570	- - - -
				113	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 79,540

TWENTY YEAR EWL 1,590,800

TRAFFIC COEFFICIENT 7.1

SECTION: N.E. 242nd Drive-S.E. Cochrane Rd.

HIGHWAY: F.A.S. 646 & 954

COUNTY: Multnomah

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ______ Poor ______
   Remarks: ______
5. Cost Comparisons: See Page # 7

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Asphaltic Concrete
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County selected full depth A.C. section.
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

The selection of the sections shown on Pages 1 and 2 was made by Multnomah County.

See attached sheet for cost comparison and additional note.

N.E. 242nd Drive-S.E. Cochrane Road
F.A.S. 646 & 954
Multnomah County

Unit prices for this area were obtained from A. D. Bollinger, Cost Analyst, and are listed below:

Class B Asphaltic Concrete Wearing Course	11.10 per ton
Class B Asphaltic Concrete Base Course	10.75 per ton
3/4"-0 Aggregate Level Course	4.50 per Cu. Yd.
1½"-0 Aggregate Base Course	4.40 per Cu. Yd.
Lime Treated Subgrade	0.78 per Sq. Yd.

Two sections of comparable strength were considered in the following per square yard comparison. Cement Treated Base was not included due to the length of curing time required:

3.5" A.C.	2.0" A.C.W.S.
2.0" A.L.	7.5" A.C. Base
15.5" A.B.	6.0" L.T.S.
$5.00	$6.50

The above is for surfacing materials only and does not consider less excavation, less possibility of disturbing existing utilities, and the ability to carry traffic without possible damage to the structural section.

RECEIVED
FEB 2 - 1971

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
Director

S11-595(1)
7562

January 27, 1971

Klaboe

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

Re: SE 242nd Drive - SE Cochrane Road
Clearinghouse #70.0516

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by OMB Bulletin A-95.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency. Comments of the appropriate local reviewing agency should also be included.

Sincerely,

Cleighton Penwell
Cleighton Penwell

RECEIVED
JAN 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

copy to
Young
1-29-71

EXECUTIVE DEPARTMENT

CAPITOL BUILDING, SALEM, OREGON 97310

Klabo
Young 1-5-71

NOTED
TOM EDW

F. B. KLABO

12-31-70

MEMORANDUM

TO: Agency Addressed
FROM: Program Planning Division
SUBJECT: Notices of Intent to Apply for Federal Aid

The following is a listing of Notices of Intent received by the Federal Aid Coordination Unit during the week ended December 31, 1970.

Distribution of information relative to these projects has been made to the appropriate state agencies for review. If your agency was not included in the distribution and you desire, for a particular reason, to examine and comment on any of the proposals, please advise the Federal Aid Coordination Unit. Necessary information will be supplied as promptly as possible. The request may be made in writing or by telephone.

Date Received	Applicant	Project Description	Location	Admin. Dist.
12/28/70	City of Union	Construct Sewage Collection & Treatment System (70.0512)	Union	13
12/29/70	Highway Division	Jewell Wildlife Meadow #3 (70.0514)	Open Area	1
12/28/70	City of Halfway	Water Supply Well and Distribution System (70.0513)	Halfway	13
12/30/70	City of Echo	Sewer System and Treatment Facilities (70.0515)	Echo	12
12/30/70	Highway Division	SE 242nd Dr-SE Cochrane Rd (70.0516)	Portland	2

RECEIVED
JAN 5 - 1971
D
FILING
SH-E25
7562

NOTED
TOM EDWARDS

NOTICE OF INTENT - STATE AGENCIES

Project: S. E. 242nd Drive -
S. E. Cochrane Road Section
S. E. Division Street (FAS-646)
and S. E. 257th Drive (FAS-954)
Multnomah County.

12/30/70 19

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division — Address Salem

Contact Person L. H. Young — Phone 6563

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ...... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Two (2) City Portland

County Multnomah Special District(s) (if applicable) CRAG

Other affected jurisdictions/agencies --

3. **Federal Program**

Common Program Name Federal-Aid Secondary (County)

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application ......

---

4. **Estimated Project Cost**

Federal Share $ 198,000
Loan ...... Grant X
Local Applicant Share (Multnomah County) (if any) $ 66,000
State Agency Share $ 66,000
Other (Specify) $ --

Total $ 330,000

Source of State Agency Share
General Fund $ --
Other Funds (specify) $ --

Indirect Cost Reimbursement
No X Yes ...... $ ...... (Approx)

Will Federal share change: No X

Yes, from ......% to ......%

When ......

5. **Period Covered by Projects**

Beginning date June 1971 (Original date, if project covers more than one year)

Length of time (weeks, months, or years) 12 months

Approximate ending date July 1972

Will renewal be requested? Yes ...... No X

6. **Estimated Application Filing Date** March 10, 1971

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

S.E. 242nd DRIVE - S.E. COCHRANE ROAD SECTION, S.E. Division Street (FAS 646) and S.E. 257th Drive (FAS 954), Multnomah County.

This project involves preliminary engineering, grading, drainage, paving, curbs, and incidental work necessary to conver t the existing facility to a standard four-lane highway.

The detail work will be to grade, drain, base, curb, and pave a roadway 76-feet in width, having four 12-foot travel lanes, 12-foot parking lanes, and a 4-foot median. Parking to be eliminated at the intersections to utilize this space for turning movements. Sevent-foot graveled walk ways behind each curb.

This project is related to the "Goals for a Livable Oregon" by the up-dating of this portion of a county road which is on the Federal-aid Secondary System.

See attached map for geographical location.

I-80N-6(48) E. Unit, Pendleton-Emigrant 1971
217 Hill Sec., of Old Oregon Trail Hwy.
#7563 (Grad., pav., struct. & sign.)

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-[illegible]

7563

13

cc: [illegible] (H S Coult[illegible])
Wash DC ([illegible]-32)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 28	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT 2/23/76	REPORT MADE BY R. A. Nichols, Area Engr		PROJECT NO. I-80N-6(40)217
COMPLETION DATE 7/12/74	ACCEPTANCE DATE BY CONTRACT AGENCY 7/19/75	TIME ELAPSED 100 %	CONTRACT TIME 640 Calendar Days plus approved 42 day extension = 682 CD
APPROVED EXTENSIONS 42 calendar days	LOCATION I-80N 7.1 miles East of Pendleton - Southeast 8.37		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
MAR 03 1976
Washington

EAST UNIT, PENDLETON-EMIGRANT HILL SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures and Signing

NOTED
H.S.COULTER

RECEIVED
MAR 4 1976
Office of
Assistant State Highway Engineer

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by R. A. NICHOLS R. A. Nichols		SIGNATURE Original signed by E. J. Valach Dist. Engineer E. J. Valach	
TITLE Area Engineer	DATE 2/23/76	TITLE District Engineer	DATE MAR 03 1976

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY 7563

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTME F TRANSPORTATION - FEDERAL HIGHWAY AD TRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL	*To be completed by Washington Headquarters Personnel*	2 – 4	5 – 8	9 – 12	13 – 15		
		16 – 18	19 – 22	23 – 24	25 – 27	28 – 30	31 – 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	Oregon	COUNTY	Umatilla	
FEDERAL PROJECT NO.	I-80N-6(48)217	URBAN ( )	RURAL (☒)	

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
CARD A		CONSTRUCTION TYPE CODES		6204 X021	X781 X221	DATE STARTED July 7, 1971
	20	FINAL CONSTRUCTION COST	DOL.	7,746,523	259,437	DATE COMPLETED July 12, 1974
	21	LENGTH OF PROJECT	MILES	8.346	0.028	TOTAL NO. BRIDGES 2

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
	30	LABOR		TOTAL MAN HOURS 235,625	GROSS EARNINGS 2,376,708
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	4,038,203	175,160
	9	PETROLEUM PRODUCTS	GAL.	819,444	
	1	CEMENT	BBL.	24,900	
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	76,105	
	4	LUMBER	THSD BD. FT		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		286,666
	8	STRUCTURAL STEEL	LB.		114,600
	10	EXPLOSIVES	LB.	1,343,000	
CARD E	11	READY-MIXED CONCRETE	CU. YD.		2,017
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	153,036	
	15	AGGREGATES PRODUCED	TON	410,352	
	95		CU. YD.	2,554	
CARD F	16	MISCELLANEOUS STEEL	LB.	13,500	5,050
	17	FENCING	LIN. FT.	156,831	
	18	GUARDRAIL	LIN. FT.	16,508	
	19	BRIDGE RAIL	LIN. FT.	1,256	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	47,233	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 – 52	53 – 61	62 – 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		6	6,034
		8	864
		12	6,866
		15	956
		18	2,644
		24	4,118
		30	588
		36	672
		48	702
		84	334
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72)

1563. R

June 24, 1975

Hutchinson, Schwab, Burdick & Hilton
Attorneys at Law
1200 Oregon National Building
610 SW Alder Street
Portland, OR 97205

Gentlemen:

The Secretary of State's Office has forwarded to us a copy of your letter of June 11, 1975, with releases of claims from Mercer Industries, Inc. Our records indicate that this is in reference to the following contracts:

> Contract No. 7363 Hughes and Ladd & Hughes and Ladd, Inc., claim for labor and materials in the amount of $651.27 plus interest. Secretary of State file no. 4909-1.
>
> Contract No. 7366 Hughes and Ladd & Hughes and Ladd, Inc., claim for labor and materials in the amount of $8,407.61 plus interest. Secretary of State file no. 4909-2.

This information is being noted in our records and we are advising all interested parties.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:bb

cc The Travelers Indemnity Company
Surety Department, Att. Wm. Eng
707 SW Washington Street
Portland, OR 97205

Hughes and Ladd & Hughes and Ladd, Inc.
Box 736
Redding, CA 96001

Noted on
Cards

HUTCHINSON, SCHWAB, BURDICK & HILTON
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
SIX TEN SOUTHWEST ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 226-2926

DENTON G. BURDICK, JR.
DWIGHT L. SCHWAB
HAROLD B. HUTCHINSON
FRANK H. HILTON, JR.

4909-1

FILED
JUN 13 1975
CLAY MYERS
SECRETARY OF STATE

June 11, 1975

Office of Secretary of State
Elections and Public Records Division
State Capitol
Salem, Oregon 97310

Dear Sir:

Re: Your Filing Nos. 4909-1 and 4909-2
Department of Transportation Contract
Nos. 7563 and 7566
General Contractor: Hughes & Ladd, Inc.

Enclosed for filing are Releases of Mercer Industries, Inc., on the claims they filed in connection with the above projects.

Yours very truly,

Frank H Hilton Jr
Frank H. Hilton, Jr.

FHH:mb
Enclosures

cc: Ladd Construction Co.

cc: The Travelers Indemnity Company
Attention: Mr. Wm. Eng
Surety Representative
w/copy of Releases

cc: Mercer Industries, Inc.
Attention: Mr. Austin

RECEIVED
JUN 13 1 35 PM '75
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JUN 10 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED

4909-2

FILED
JUN 13 1975
YERS
OF STATE

TO: STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

RELEASE OF CLAIM

The undersigned, MERCER INDUSTRIES, INC., hereby releases HUGHES & LADD, INC., a corporation, and THE TRAVELERS INDEMNITY COMPANY, its surety, from any and all claims in connection with the LADD CANYON PROJECT, Contract No. 7566, and acknowledges payment in full for labor and materials furnished by MERCER INDUSTRIES, INC.

DATED this 15th day of May, 1975.

MERCER INDUSTRIES, INC.

By Neil A Austin
Credit Manager

RECEIVED
JUN 13 1 35 PM '75
MYERS
SECRETARY OF STATE

RECEIVED
JUN 16 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

Release of Claim

4909-1 + 4909-2

FILED
JUN 13 1975
CLAY MYERS
SECRETARY OF STATE

TO: STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

RELEASE OF CLAIM

The undersigned, MERCER INDUSTRIES, INC., hereby releases HUGHES & LADD, INC., a corporation, and THE TRAVELERS INDEMNITY COMPANY, its surety, from any and all claims in connection with the PENDLETON-EMIGRANT HILL PROJECT, Contract No. 7563, and acknowledges payment in full for labor and materials furnished by MERCER INDUSTRIES, INC.

DATED this 15th day of May, 1975.

MERCER INDUSTRIES, INC.

By Neil A Austin
Credit Manager

RECEIVED
JUN 13 1 35 PM '75
CLAY MYERS
SECRETARY OF STATE

Release of Claim

RECEIVED
JUN 16 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

7563

March 10, 1975

The Travelers Indemnity Company
1200 Sixth Avenue
Seattle, Washington 98101

Attention: Mark S. Richardson
Account Analyst
Surety Department

Gentlemen:

On February 20, 1975, we wrote to you concerning release of final payment on Contract No. 7563 awarded to Hughes and Ladd and Hughes and Ladd, Inc., for work on the East Unit, Pendleton-Emigrant Hill Section of the Old Oregon Trail in Umatilla County.

Final payment on this contract is $23,556.76 and the total contract amount is $6,630,686.04 including $145,232.03 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

cc Hughes and Ladd and Hughes
and Ladd, Inc.
Box 756
Redding, California 96001

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

7563

February 25, 1975

Hutchinson, Schwab, Burdick & Hilton
Attorneys at Law
1200 Oregon National Building
610 S.W. Alder Street
Portland, OR 97205

Gentlemen:

The Secretary of State's office has informed us that they have received and filed the following claims of Mercer Industries, Inc., on the following Hughes and Ladd & Hughes and Ladd, Inc., contracts:

✓ Contract No. 7563 - East Unit, Pendleton-Emigrant Hill Section, Umatilla County, $651.27, plus interest, for labor and materials.

Contract No. 7566 - La Grande-Ladd Canyon Section, Union County, $8,407.61, plus interest, for labor and materials.

This information is being noted in our records and we are advising The Travelers Indemnity Company and the contractors of the receipt of these claims.

Please advise this office when your clients' claims have been satisfied.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

CWM:jo

cc Travelers Insurance Companies
Attn: Mark S. Richardson
Surety Department
1200 Sixth Avenue
Seattle, WA 98101

Hughes and Ladd &
Hughes and Ladd, Inc.
Box 736
Redding, CA 96001

8/26 noted on card

1859

OFFICE OF THE SECRETARY OF STATE

CLAY MYERS
SECRETARY OF STATE

~~[illegible]~~
~~[illegible]~~
~~[illegible]~~

LYNDON A. S. WILSON, JR.
RICHARD M. BANTON

ELECTIONS AND PUBLIC RECORDS
DIVISION
STATE CAPITOL
SALEM, OREGON 97310
378-4144

February 21, 1975

Hutchinson, Schwab, Burdick & Hilton
Attorneys at Law
1200 Oregon National Building
Six Ten Southwest Alder Street
Portland, Or. 97205

Gentlemen:

We have received and filed as of this date Notices of Claim (2) brought by Mercer Industries, Inc. against the bond taken from Hughes & Ladd, Inc., principal, and the Travelers Indemnity Company, surety.

(1) Amount of Claim, $651.27, for the work of Dept. of Transportation contract No. 7563, Pendleton-Emigrant Hill project.
(2) Amount of Claim, $8,407.61, for the work of Dept. of Transportation contract No. 7566, Ladd Canyon project.

Our filing numbers will be - 4909-1 and 4909-2.

Sincerely,

Richard M. Banton
Assistant Secretary of State
By

Darhl L. Couper

(Mrs.) Darhl L. Couper

cc: Dept. of Transportation
Highway Building
Salem, Or. 97310

RECEIVED
FEB 24 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

HUTCHINSON, SCHWAB, BURDICK & HILTON
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
SIX TEN SOUTHWEST ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 226-2926

DENTON G. BURDICK, JR.
DWIGHT L. SCHWAB
HAROLD B. HUTCHINSON
FRANK H. HILTON, JR.

February 20, 1975

Secretary of State
State of Oregon
Salem, Oregon 97310

Gentlemen:

Re: Claimant: Mercer Industries, Inc.
State of Oregon, Pendleton Emigrant
Hill project, contract No. 7563;
State of Oregon, Ladd Canyon project,
contract No. 7566

Enclosed for filing are claims of our client, Mercer Industries, Inc., on the above projects.

Please send your acknowledgment of receipt and filing of these claims to us at the above address.

Yours very truly,

Frank H. Hilton, Jr.

FHH:jh
Enclosures

cc: State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310
w/copies enclosures

RECEIVED
COMMIS [illegible] ICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
STATE HWY ENGR
FEB 21 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

4909-1

FILED
[illegible] 1975
CLAY MYERS
SECRETARY OF STATE

To: State of Oregon
Department of Transportation

NOTICE OF CLAIM

NOTICE IS HEREBY GIVEN that the undersigned, MERCER INDUSTRIES, INC., has a claim for labor and materials consisting of reinforcing steel and placing furnished to Hughes & Ladd, Inc., a corporation, by Mercer Industries, Inc., in the sum of $651.27, plus interest, against the bond taken from Hughes & Ladd, Inc., principal, and The Travelers Indemnity Company, surety, for the work of Pendleton-Emigrant Hill project, contract No. 7563.

DATED this 19th day of February, 1975.

MERCER INDUSTRIES, INC.

By Neal A. Austin
Credit Manager

RECEIVED
FEB 24 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: TRA 10

Bend, Oregon, 97701
December 23, 1974

ROE RE RME ROE FAE
RECEIVED
ENV
DEC 23 1974
RDE
RSO
REGION 4
RBE
ASSIGNED

John E Holcomb

FROM: John E. Holcomb
Regional Traffic/Utility Engineer

SUBJECT: Truck Emergency Escape Lanes

REFERRED TO
Beard Reed
Cole Sample
Erikson Watson
Hager Wolfe
(Return) Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

TO: MEMO TO THE FILES

On Wednesday, December 19, 1974, I met with Resident Engineer Bill Ferguson in Pendleton to review the subject facilities built as a segment of the E. Unit, Pendleton-Emigrant Hill Section.

Mitchell Brothers Trucking Company obligingly had a runaway truck loaded with sheet steel come by and escape.

I was rather taken by the simplicity and effectiveness of the ramp. The driver had no idea of his actual speed, but the truck's course was straight and true; no variance could be detected. The truck did not swerve, and the semi trailer remained in exact alignment with the tractor's path. I would guess the front of the tractor to be 200 feet into the ramp proper. Even after attempting to back out, the tractor was only tire deep in the pea gravel, nowhere near axle deep as might be expected in 30 inches of 1/4 pea gravel.

While waiting for a wrecker to arrive, Ferguson and I discussed the good and bad points of these particular ramps.

1. Ferguson says the ruts must be raked out by hand. My visit was on a Wednesday. The previous usage had been Monday, two days previously. The Monday ruts had not yet been raked out, but appeared to have had little or no effect on the Wednesday use.
2. Ferguson says the ramps are way too long and the 30 inches of pea gravel is much deeper than is needed. He thought 18 inches would be enough.
3. The wrecker tie-down anchors are installed along the outer edge of the access ramp. When a wrecker ties down to one of these it causes a pull diagonally across the ramp. Ferguson suggests an anchor be installed at the base of the ramp and sufficient distance from the pea gravel to allow room for the wrecker and the vehicle being pulled out.
4. It was heartening to find out the use of the ramp causes no damage to the truck or cargo.

Ferguson pointed out a spot where a wheat truck had lost an estimated five sacks of grain. He said this truck was doing 92 MPH when he left the highway. It was the record holder as far as distance into the pea gravel goes.

5. I took several pictures of this usage. I can make prints for those who wish.

JEH:pw
cc: L.E.George
J. H. Versteeg

1 Versteeg
2 A. Olson
3 Torpin T
Scott
Swenson
R. Olson
Trout
RECEIVED
DEC 24 1974
ROAD DESIGN SECTION
Requires Reply
Requires Approval
Receiver
Do not
Return
Bring Up
Other

#7563 9-10-74

STATE COPY

U.S. [illegible]ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coult--)
Wash DC (HNG-32)
Area Engr Nichols

INTERMEDIATE AND FINAL INSPECTION REPORT

☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

(Check appropriate box)

REGION NO. 10	REPORT NO. 27	COUNTY Umatilla	DIVISION Oregon

IN COMPANY WITH R. A. Nichols, Area Engineer, FHWA; Dale Allen, Constr Engr, OSHD; W. C. Ferguson, Res Engr, OSHD.

DATE OF INSPECTION 9-10-74	INSPECTION MADE BY R. L. Peterson, Asst Area Engineer	PROJECT NO. I-80N-6(48)217	
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED %	WORK COMPLETED 100 %

__EAST UNIT, PENDLETON-EMIGRANT HILL SECTION__
__OLD OREGON TRAIL HIGHWAY__
__Grading, Paving, Structures and Signing__

The project appears to have been completed in reasonably close conformance with the plans and specifications.

It was noted during this inspection that the contractor might submit a claim due to the guardrail overrun.

The final acceptance report will be written when all final documents have been received from the State.

COPY SENT
OCT 16 1974
Washington

RECEIVED
OCT 17 1974
Office of
Assistant State Highway Engineer

10-17-74

NOTED
H.S.COULTER

Previous Editions Of PR-33 B Will Not Be Used.

Form FHWA-1446A (12-73) Formerly PR-33B

7563 No. 170 Const

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: East Unit, Pendleton-Emigrant Hill Section
WEEK ENDING: 6 Sept. 1974
SECTION PREFIX: 630-1016
HIGHWAY: Old Oregon Trail
COUNTY: Umatilla
NAME OF JOB: East Unit, Pendleton-Emigrant Hill Sect.
KIND OF WORK: Grading, Paving Structures and Signing
CONTRACTOR: Hughes and Ladd & Hughes and Ladd, Inc.
CONTRACT NUMBER: 7563
FEDERAL AID PROJECT NUMBER: I-80N-6(48)217
DATE OF CONTRACT: May 4, 1971
DATE WORK STARTED: July 7, 1971
ESTIMATED COMPLETION DATE: 15 September 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 640
CALENDAR DAYS USED: 711½
SPECIFIED COMPLETION DATE: October 21, 1973
PERCENT OF TIME ELAPSED: 111.2%
PROJECT AUTHORIZATION: $7,587,447.75
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99.99%
EXCLUSIVE OF ENGINEERING: $7,047,895.91
ENGINEERING AUTHORIZATION: $539,551.84
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $6,987,447.75
ENGINEERING COST TO DATE: $607,442.77
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86.2%
ESTIMATED PERCENT: OVERRUN UNDERRUN 0.9 %
PERCENT OF AUTHORIZATION: 112.6 %
DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Fencing	Seed & Mulch
100%	100%	100%	100%	100%	100%	100%	100%

	GRADING	Sub-base SURFACING	P.M.A.B.	C.T.B.	PAVING
MILES IN PROJECT	8.37 Mi.	8.37 Mi.	8.38 Mi.	8.37 Mi.	8.37 Mi.
MILES PARTIALLY COMPLETED	0	0	0	0	0
COMPLETED	8.37 Mi.	8.37 Mi.	8.38 Mi.	8.37 Mi.	8.37 Mi.
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,875,700 CY	122,400 ton	190,000 ton	111,900ton	162,000 ton
TOTAL QUANTITIES CORRECTED TO DATE	2,919,545 CY	106,111 ton	186,097ton	107,644 ton	153,036 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,919,545 CY	106,111 ton	186,097ton	107,644 ton	153,036 ton
AVERAGE DAILY QUANTITIES	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	--	0	--	0	--
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK: none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

						VIEWPOINTS		
BRIDGE NO.	EB9648	WB9649	13501 RCBC	WB587+00 RCBC		WB	EB	SIGNING
PERCENT	100%	100%	100%	100%		100%	100%	95%

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
September SUNDAY 1	Clear and Warm	0		
MONDAY 2	Clear and Warm	0		
TUESDAY 3	Clear and Warm	0		
WEDNESDAY 4	Clear and Warm	0		
THURSDAY 5	Clear and Warm	0		
FRIDAY 6	Clear and Warm	0		
August SATURDAY 31	Clear and Warm	0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Scofield
Glenn
Berg

RECEIVED
SEP 9 1974
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

September SUNDAY 1	No work activity.
MONDAY 2	No work activity.
TUESDAY 3	No work activity.
WEDNESDAY 4	No work activity.
THURSDAY 5	No work activity.
FRIDAY 6	No work activity.
August 31 SATURDAY	No work activity.

REMARKS

There was no contractor activity this week. The contractor finished moving the shop building off of the project on [redacted] FRIDAY of last week, 30 August. Final Daily Progress Report for this project written on 3 September 1974, until sign replacement is complete.

Engineering this week:

Gr. $ 5.45 Br. $0.00

SIGNED WC Ferguson LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

7563

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 4, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-80N-6(48)217

SUBJECT Request Contract Acceptance

Contract 7563, Work Completed July 12, 1974

Project East Unit, Pendleton-Emigrant Hill

Highway Old Oregon Trail

County Umatilla

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date September 10, 1974

Malach
G. L. Green
Division Engineer

RECEIVED
STATE HWY ENGR
SEP 26 '74
REFER TO Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

RECEIVED
SEP 27 1974
Office of
Assistant State Highway Engineer

RLP
RLPeterson:cst

NOTED
H.S. COULTER

9-27-74
cy Keasey
Gallagher

CC Files 9-27-74

#7563 8-5-74

JSI:ob
3/5/64

RECEIVED
AUG 7 1974
W. C. FERGUSON
RESIDENT ENGINEER

RECEIVED
NOV 13 1974
LEGAL

WARRANTY
SIGN FINISH

THIS WARRANTY, made by TRAFFIC CONTROL SIGNS Co.

of TACOMA, WASHINGTON,

hereinafter called "Warrantor," in favor of the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State";

WITNESSETH:

RECITALS:

1. State is CONSTRUCTING (constructing or improving) the PENDLETON-EMIGRANT HILL SECTION (name and designation of section) on the OLD OREGON TRAIL Highway, State PRIMARY (primary or secondary) Highway No. 80N, in UMATILLA County, Oregon, which project includes installation of sign panels with HINAC (porcelain enamel or hinac) finish.

2. Under the provisions of Contract No. 7563, pertaining in part to installation for said project of the sign panels with HINAC (porcelain enamel or hinac) finish and entered into by State and TRAFFIC CONTROL SIGNS CO. of TACOMA WA., hereinafter called "Contractor," Contractor is required to furnish to the engineer for State a written warranty from the manufacturer of the finish on said panels warranting against spalling, discoloration or fading for a period of ten years from the date of acceptance by State of Contractor's work under said Contract No. 7563.

11-20-74
orig. to Mosling
cy Kersey

JSI:ob
3/5/64

3. Warrantor is the manufacturer of the finish of certain of the panels with HINAC (porcelain enamel or hinac) finish to be installed by Contractor as heretofore set forth and agrees to warrant said panels coated by it in favor of State, as required in the special provisions of said Contract No. 7563 between State and Contractor.

NOW, THEREFORE, in consideration of the sale by Warrantor and the purchase by Contractor of those panels coated by Warrantor, or the coating by Warrantor of those panels furnished for coating by Contractor, said panels in each case to be installed by Contractor under Contract No. 7563 with State as part of the CONSTRUCTION (construction or improvement) of the (name and EAST UNIT - PENDLETON EMIGRANT HILL SECT. designation of section) on the OLD OREGON TRAIL Highway, State PRIMARY (primary or secondary) Highway No. 80N in UMATILLA County, Oregon, and in consideration of the acceptance from Contractor and use by State of said panels coated by Warrantor, Warrantor does hereby warrant and guarantee the HINAC (porcelain enamel or hinac) finish of panels coated by it and so purchased by Contractor and accepted and used by State against any and all spalling, discoloration or fading whatsoever for a period of ten years from the date of acceptance by State of Contractor's work under said Contract No. 7563 between State and Contractor. In every case in which any spalling, discoloration or fading of any such panel occurs within said ten-year period, Warrantor shall, fortnwith upon receipt of written notice of such spalling, discoloration or fading, from either State or Contractor, replace said panel

JSI:ob
3/5/64

F.O.B. the State Sign Shop in Salem, Oregon, regardless of the extent of spalling, discoloration or fading. Of the total panel cost, Warrantor shall pay that part which bears the same proportion to the total panel cost as the part of the ten-year period remaining after the date of written notice of the occurrence of any such spalling, discoloration or fading bears to the whole ten-year period, and State shall pay the remaining part of the total panel cost.

Upon receipt of the replacement panel and the installation thereof, the defective panel, disassembled and free of legend, will be made available to the Warrantor F.O.B., Salem, Oregon.

It is expressly understood and agreed that the warranty and obligations herein set forth are made and undertaken by Warrantor to and for the benefit of the State, and may be enforced either by Contractor or by State, or by both Contractor and State.

IN WITNESS WHEREOF, Warrantor has set its hand as of this 5 day of August, 1974.

WARRANTOR

ATTEST:
Notary

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name East Unit, Pendleton-Emigrant Hill Section Date August 7, 19 74

Highway Old Oregon Trail Contract No. 7563 F. A. Project No. I-80N-6(48)217

County Umatilla Prefix 630-1016 Account No. 276-04

Description of Work To Be Done: Install four (4) 11'-0" x 3'-0" type "C" signs with the following legend:

Approval Recommended as of 10-3-74
RCP

"RUNAWAY VEHICLES ONLY"

Install on existing sign numbers 37, 38, 40 and 41.

Work to be done by State Forces

APPROVED EFFECTIVE DATE 10-3-74
Contingent upon modification of project agreement if additional funds are required
BY J. Valach
J. Valach
TITLE [illegible]
DATE 10-10-74
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Sign No. 37 = 684+00 Lt.
Sign No. 38 = 703+00 Lt.
Sign No. 40 = 783+50 Lt.
Sign No. 41 = 810+00 Lt.

Estimate of Quantities and Costs:

Type "C" signs:	(4)(33) = 132 sq. ft. @ $6.00/sq. ft.	= $ 792.00
Structural Steel:		= 400.00
	Total estimate =	$1,192.00

Explanation: These signs are necessary to inform the travelling public that the escape ramps are for vehicles with mechanical failures. There are too many people driving into the escape ramps to inspect them or whatever. Consequently, they get stuck and become a hazard to themselves and others.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$7,587,447.75
Present estimate of project cost, including $1,192.00 for work under this order	$7,587,447.75
Expected under-run over-run (amount)	$ -0-
Expected under-run over-run (per cent)	-0-

Space to right of this line is for use of Salem Office

A.D. Vohland

Submitted by: A.D. Vohland, Asst. Res. Eng.
Resident Engineer
For: W. C. Ferguson

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended: REGIONAL CONSTRUCTION ENGINEER

Approved:
~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Office Engineer.
Const. Eng.

State Printing

RCP

7563

July 8, 1974

Hughes & Ladd, Inc.
P.O. Box 756
Redding, CA 96001

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7563 for work on the East Unit, Pendleton-Emigrant Hill Section of the Old Oregon Trail Highway in Umatilla County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 42 days is granted because of added work on a fill slide (Extra Work Order No. 4 and supplement) and the seasonal effect of 1973 labor disputes.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
W. E. Schwartz

fr dpy

E—380 (Rev.)—5M—6-60

RECEIVED
FEB 28 1974
W. C. FERGUSON
RESIDENT ENGINEER

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 22, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 640 days to 824 days, within which to complete our Contract No. 7563, without the assessment of liquidated damages. The said contract is described as follows: East Unit Pendleton-Emigrant Hill Section Old Oregon Trail Hwy. Umatilla Co.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See enclosed summary.

Respectfully submitted,

Hughes & Ladd, Inc.
Contractor

By

CONSENT OF SURETY

Date February 25, 1974

We, THE TRAVELERS INDEMNITY COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Dean L. Beck
DEAN L. BECK, - - Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7563 Contractor Hughes & Ladd-Hughes & Ladd, Inc.

Highway Old Oregon Trail

Section East Unit, Pendleton-Emigrant Hill

Kind of Work Grading, Paving, Structures and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 42-day time extension of contract time due to fill slide problem (Extra Work Order No. 4 and supplement) and includes any late season effect on other work delayed because of the strike in 1973.

Recommended for Approval:

Division Engineer

Construction Engineer ~~or Bridge Engineer~~

Asst State Highway Engineer

Contract No. 7563
Project designation I-80N-6(48)217 State-Federal
Date awarded May 4, 1971
Work started July 7, 1971
Per cent completed , 80.4% Date
No. of Workdays Allowed 640
No. of Workdays Used 699
No. of Added Workdays Requested 184

State Printing 27920

HL
HUGHES & LADD INC. GENERAL ENGINEERING CONTRACTORS
P. O. Box 756 Redding, Calif. 96001
916—241-6102

Time Extension Summary

1. At the time we bid the Pendleton Project, we were working on Contract No. 7395 at Durkee. We anticipated completing the roadway excavation work at Durkee, then proceeding to the Pendleton job. Due to the massive slide that occurred at Durkee during the months of July through December, 1972, we were actively working on Price Agreement #37 which consisted of approximately 387,000 c.y. to be wasted between Sta. 100 and Sta. 107.

This slide made it impossible to meet any schedule that we had anticipated at the time we bid the Pendleton job. It was imperative that we coordinate our men and equipment between our projects, and in order to cause the least delay possible, we put a number one priority on completion of the Durkee job. We were working equipment at Durkee, such as our rock trucks and loader spread, when in fact it should have been at Pendleton. By concentrating our forces at Durkee it materially delayed the work at Pendleton, so much so, that we lost the summer and fall construction season in 1972. We feel that this delayed the Pendleton work 112 days.

2. On the Eastbound Section at approximately Sta. 710+00 we were required to correct a slide condition at force account. We have presently worked 39 calendar days from October 11, 1973 to November 18, 1973 and anticipate another three days to dress and clean up the slopes. Therefore, we request 42 days extension for this.

3. During June, July and August, 1973, a strike by the Operating Engineers Local 701 and the Laborers Local caused our subcontractors Babler Bros. and Stillwell-Gerard Co. to lose approximately three months of summer work. This delay made it impossible for them to finish their work before severe weather set in. We request 30 days for this.

In summary our time extension is based on:

112 days due to slides at Durkee
42 days slide correction at Sta. EB 710+00
30 days labor strike during the summer of 1973
184 days total

The Travelers Indemnity Company

Hartford, Connecticut

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That THE TRAVELERS INDEMNITY COMPANY, a corporation of the State of Connecticut, does hereby make, constitute and appoint

——— Dean L. Beck of San Francisco, California ———

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

——— Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof ———

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.

This appointment is made under and by authority of the following by-laws of the Company which by-laws are now in full force and effect:

ARTICLE IV, SECTION 13. The Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President, any Second Vice President, any Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.

ARTICLE IV, SECTION 15. Any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by any Secretary or any Department Secretary or any Assistant Secretary or when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President or any Second Vice President and countersigned and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent; and any such bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by one or more attorneys-in-fact or agents pursuant to and within the limits of the authority granted by his or their power or powers of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 30th day of November, 1959:

VOTED: That the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 31st day of January 19 72

THE TRAVELERS INDEMNITY COMPANY

By

Secretary, Surety

signed and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent; and any such bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by one or more attorneys-in-fact or agents pursuant to and within the limits of the authority granted by his or their power or powers of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 30th day of November, 1959:

> **VOTED:** That the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 31st day of January 19 72

THE TRAVELERS INDEMNITY COMPANY

By E A Houser

Secretary, Surety

State of Connecticut, County of Hartford—ss:

On this 31st day of January in the year 1972 before me personally came E. A. Houser III to me known, who, being by me duly sworn, did depose and say: that he resides in the State of Connecticut; that he is Secretary ~~(Surety)~~ of THE TRAVELERS INDEMNITY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by authority of his office under the by-laws of said corporation, and that he signed his name thereto by like authority.

RUTH H. SOMERVILLE

Ruth H. Somerville

Notary Public

My commission expires April 1, 1974

S-1869 PRINTED IN U.S.A. 671

(Over)

CERTIFICATION

I, D. J. Nash, Assistant Secretary (Surety) of THE TRAVELERS INDEMNITY COMPANY certify that the foregoing power of attorney, the above quoted Sections 13. and 15. of Article IV of the By-Laws and the Resolution of the Board of Directors of November 30, 1959 have not been abridged or revoked and are now in full force and effect.

Signed and Sealed at Hartford, Connecticut, this 25th day of February 19 74

D J Nash

Assistant Secretary, Surety

S-1869 (BACK)

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 2, 1974

In reply refer to: 10-41-A5

SUBJECT: E. Unit, Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
F. A. Project No. I-80N-6(48)217
Contract No. 7563

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We concur in extending the contract time on the subject project 42 days as requested in Mr. Coulter's July 1 letter.

G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
JUL 3 1974
Office of
Assistant State Highway Engineer

7-3-74 ✓
cy Kinsey
Gallagher
Schwartz

RECEIVED
STATE HWY ENGR
JUL 3 '74
REFER TO Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 1, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
ORIGINAL SIGNED BY H. S. COULTER
H. S. Coulter
Assistant State Highway Engineer

SUBJECT E. Unit, Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
F.A. Project No. I-80N-6(48)217
Contract No. 7563

Hughes & Ladd has requested a 184-day extension of contract time and cite three reasons: (1) Conflict and delay from the Bubbs Ranch-Weatherby project for which this firm was also the contractor, (2) a large force account slide correction order on the subject project, and (3) seasonal impact of the 1973 labor disputes on the paving and guard rail work.

The project is almost complete and is in the final clean-up, signing and guard rail work, with completion expected by August 1. At that time, we will have charged about 778 days, which would mean 138 days of liquidated damages at $300 per day, or $34,800.

Taking the contractor's reasons in reverse order, the 1973 labor dispute did affect this project and 42 days in June, July and August were not counted. At that time, the grading was about 93 percent completed, but this summer delay could have had an effect on other work later in the season. However, the 42 days requested for extra slide work also occurred later in the season, from October 11 to November 18, plus 3 days later. Therefore, any seasonal influence of trading poor days for good days lost in the summer of 1973 would affect the job at about the time the extra slide work was performed. This was on Extra Work Order No. 4 and a supplement on which almost $89,000 was spent. This was to correct a fill slide problem on the existing, or eastbound lanes. This was a significant amount of work performed at one time and extension for the 42 days involved is recommended. This would include any late season effect on other work such as paving delayed because of the strike.

On the last reason, the contractor specifically refers to the effect from July to December 1972 of the added excavation work to stabilize cut slopes and correct slide problems on the Bubbs Ranch-Weatherby project. Early in July 1972, the subject project grading was about 61 percent complete. The contractor was working two grading spreads through the month of July. On July 28, the Weekly Report notes, "The contractor is moving the 631 spread off the project at the end of the shift." There were five of these machines and three of them returned to this project on September 9.

By the end of 1972, the grading was about 75 percent complete. This alleged delay reason involving another project poses a close question. Ordinarily it is not valid and we have rarely recognized any influence of one contract on another. One of the exceptions was for Babler Brothers for the influence on their paving on Powder River-Baldock Slough because of the extra move of their paving plant back to complete subcontracted paving on Bubbs Ranch-Weatherby. This was attributed to the added slide work there which delayed availability for paving. There are more variables involved with the grading equipment in question on this request. Admittedly, the curve of grading progress flattened off after July 1972, and the contractor may well be able to present more information which would better relate the Bubbs Ranch-Weatherby project to this. We are therefore not seeking concurrence in extension on this reason at this time.

Your concurrence is requested in a 42-day extension.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. E. Schwartz
V. L. Gallagher

RECEIVED
STATE HWY ENGR
JUL 1 '74
REFER TO
FOR

FORM 81-734-3030

NOTED

FILE: H. S. COULTER

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 27, 1974

FROM: John A Bond
John A. Bond
Construction Administration Engineer

SUBJECT: E. Unit, Pendleton-Emigrant Hill Sect.
Contract No. 7563
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Hughes & Ladd request a 184-day extension of their contract time and cite three reasons. These are - conflict and delay from the Bubbs Ranch-Weatherby project for which this firm was also the contractor, a large force account slide correction order on the subject project, and seasonal impact of the 1973 labor disputes on the paving and guard rail work.

The project is now almost complete and is in the final clean-up and signing and guard rail work with completion expected by July 10. At that time, we will have charged about 756 days which would mean 116 days of liquidated damages at $300 per day, or $34,800.

Taking the contractor's reasons in reverse order, the 1973 labor dispute did affect this project and 42 days in June, July and August were not counted. At that time, the grading was about 93 per cent completed, but this summer delay could have had an effect on other work later in the season. However, the 42 days requested for extra slide work also occurred later in the season, from October 11 to November 18, plus 3 days later. So any seasonal influence of trading poor days for the good days lost in the summer of 1973 would affect the job at about the time the extra slide work was performed. This was on Extra Work Order No. 4 and a supplement on which almost $89,000 was spent. This was to correct a fill slide problem on the existing, or eastbound lanes. This was a significant amount of work performed at one time and I concur with the Region recommendation for extension for the 42 days involved. This would include any late season effect on other work delayed because of the strike.

On the last reason, the contractor specifically refers to the effect from July to December of 1972 of the added excavation work to stabilize cut slopes and correct slide problems on the Bubbs Ranch-Weatherby project. Early in July 1972, the subject project grading was about 61 per cent complete. The contractor was working two grading spreads through the month of July. On July 28, the Weekly Report notes that, "The contractor is moving the 631 spread off the project at the end of the shift." There were five of these machines and three of them returned to this project on September 9. We cannot confirm that all of this equipment went to the Bubbs Ranch-Weatherby project. This contractor was also working on the LaGrande-Ladd Canyon project (See the notes on the work activity layout sheet prepared for this project).

RECEIVED
JUN 2[illegible] 1974
Office of
Assistant State Highway Engineer

By the end of 1972, the grading was about 75 per cent complete. This alleged delay reason involving another project poses a close question. Ordinarily it is not valid and we have rarely recognized any influence of one contract on another. One of the exceptions was for Babler Brothers for the influence on their paving on Powder River-Baldock Slough because of the extra move of their paving plant back to complete paving on Bubbs Ranch-Weatherby. This was attributed to the added slide work there which delayed availability for paving. The Babler request was more clear-cut and involved only the two projects for them. Paving is a complete separate operation and you either have a complete paving spread, or you do not. There are more variables involved with the grading equipment in question on this request and the added variable of at least three concurrent projects for Hughes & Ladd (and maybe even more elsewhere). The contractor does an inadequate job of really proving his case for time extension on this reason.

At this point, I would have to concur with the Region recommendation against extension on this reason. Admittedly the curve of grading progress flattened off after July of 1972 and the contractor may well be able to present more information which would better relate the Bubbs Ranch-Weatherby project to this. I suggest we request FHWA concurrence in a 42-day extension now knowing that there will likely be another request. Rough draft letters for this purpose are attached.

JAB:fr

Att.

cc: V. L. Gallagher

563

July 1, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT E. Unit, Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
F.A. Project No. I-80N-6(48)217
Contract No. 7563

Hughes & Ladd has requested a 184-day extension of contract time and cite three reasons: (1) Conflice and delay from the Bubbs Ranch-Weatherby project for which this firm was also the contractor, (2) a large force account slide correction order on the subject project, and (3) seasonal impact of the 1973 labor disputes on the paving and guard rail work.

The project is almost complete and is in the final clean-up, signing and guard rail work, with completion expected by August 1. At that time, we will have charged about 778 days, which would mean 138 days of liquidated damages at $300 per day, or $34,800.

Taking the contractor's reasons in reverse order, the 1973 labor dispute did affect this project and 42 days in June, July and August were not counted. At that time, the grading was about 93 percent completed, but this summer delay could have had an effect on other work later in the season. However, the 42 days requested for extra slide work also occurred later in the season, from October 11 to November 18, plus 3 days later. Therefore, any seasonal influence of trading poor days for good days lost in the summer of 1973 would affect the job at about the time the extra slide work was performed. This was on Extra Work Order No. 4 and a supplement on which almost $89,000 was spent. This was to correct a fall slide problem on the existing, or eastbound lanes. This was a significant amount of work performed at one time and extension for the 42 days involved is recommended. This would include any late season effect on other work such as paving delayed because of the strike.

On the last reason, the contractor specifically refers to the effect from July to December 1972 of the added excavation work to stabilize cut slopes and correct slide problems on the Bubbs Ranch-Weatherby project. Early in July 1972, the subject project grading was about 61 percent complete. The contractor was working two grading spreads through the month of July. On July 28, the Weekly Report notes, "The contractor is moving the 631 spread off the project at the end of the shift." There were five of these machines and three of them returned to this project on September 9.

By the end of 1972, the grading was about 75 percent complete. This alleged delay reason involving another project poses a close question. Ordinarily it is not valid and we have rarely recognized any influence of one contract on another. One of the exceptions was for Babler Brothers for the influence on their paving on Powder River-Baldock Slough because of the extra move of their paving plant back to complete subcontracted paving on Bubbs Ranch-Weatherby. This was attributed to the added slide work there which delayed availability for paving. There are more variables involved with the grading equipment in question on this request. Admittedly, the curve of grading progress flattened off after July 1972, and the contractor may well be able to present more information which would better relate the Bubbs Ranch-Weatherby project to this. We are therefore not seeking concurrence in extension on this reason at this time.

Your concurrence is requested in a 42-day extension.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. E. Schwartz
V. L. Gallagher

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
P.O. Box 459, Pendleton. 97801

DATE December 20, 1973

TO Mr. W. E. Schwartz,
Regional Engineer

FROM W. C. Ferguson, Res. Engr.

SUBJECT Escape Ramps
East Unit, Pendleton-
Emigrant Hill Section
Old Oregon Trail Hwy.
Contract 7563

☐ RE [✓ RCE] ☐ RBE ☐ RME
☐ ROE ☐
☐ RDE ☐
DEC 21 1973
RECEIVED
REGIONAL OFFICE

ATTN: Mr. Dale Allen

In regard to your request for information on the escape ramps on the above project, the following is being submitted to you.

1. The accident in the photo you sent occured before the ramp was completed. The truck went up the service road to a stop and then rolled back until the trailer jackknifed and overturned. Without the pea gravel, this truck went less than half way up the lower ramp. He rolled back approximately 200 feet before overturning the trailer.

2. Three other trucks, that I know of, have used the lower ramp. None of these went in at high speed. Two required assistance from a wrecker to get out and the other got out on his own.

3. Deliniation was not provided in the design and without this the ramps would be useless during hours of darkness. We will install the regular sight post with red and white zebra striped reflectorized paddle and red reflector. One of these paddles will also be installed on the escape ramp sign.

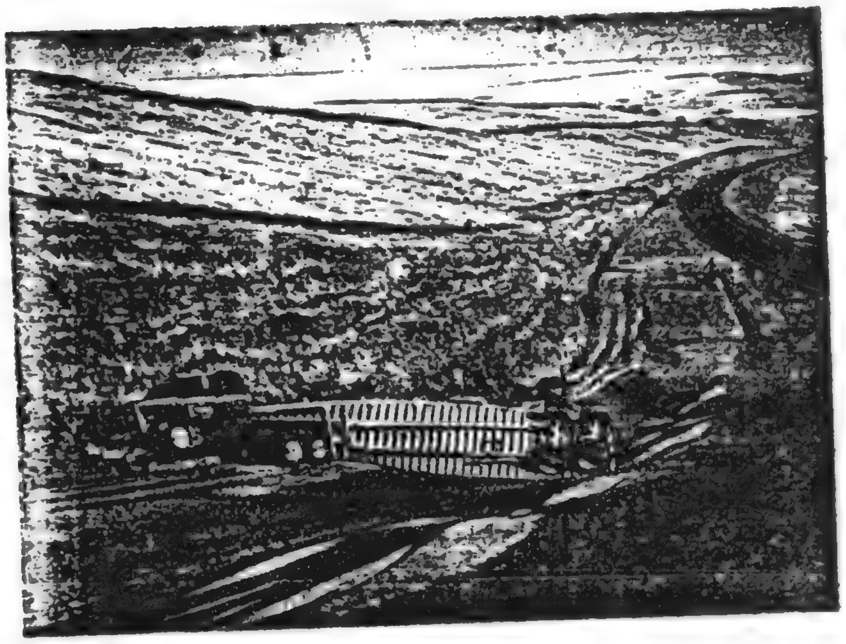
4. There is a definite problem regarding parking in the ramp area. This has been signed "No Parking" but this did not eliminate the entire problem. Trucks have a tendency to use these as a wide spot to stop and cool their brakes. These are not what I would consider emergency stops. Possibly, more signing of an informational nature could eliminate this problem.

5. To date, I have no knowledge of the tie down anchors being used as the concrete was not cured at the time of the accidents. I am sure they will be used in the future.

I don't have any pictures, but will try to get some for you. It appears that the trucks do not penetrate the pea gravel very deep in the process of stopping, but they sure dig in under power. We have built a very effective truck trap.

To my knowledge, none of the trucks that have used the ramps have received any damage nor have the drivers been injured.

WCF:en
cc.:file



7563

November 28, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. I-80N-6(48)217

SUBJECT Request Change Order Approval

Contract 7563, Extra Work Order No. 4, Supplemental

Project East Unit, Pendleton-Emigrant Hill

Highway Old Oregon Trail

County Umatilla

The supplemental order covers additional slide correction work particularly at station 710 eastbound. The work necessary to repair this slide is more extensive than originally anticipated.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer.

This additional work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on November 13, 1973. The original work was approved by your office as of March 30, 1972.

Your approval of this supplemental order retroactive to March 30, 1972 is requested.

Attach.

JK:js

October 25, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. I-80N-6(48)217

SUBJECT Request Change Order Approval

Contract 7563, State Force Order No. 2

Project East Unit, Pendleton-Emigrant Hill

Highway Old Oregon Trail

County Umatilla

The Order documents charging the project for the cost of guardrail and median barrier materials furnished by the State from maintenance stockpiles. The materials were originally purchased by the State on the Bubbs Ranch-Weatherby project.

The estimated total cost under this order is $55,490.37 with Federal participation of $49,941.33. Reimbursement on an actual cost basis is requested.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on June 20, 1973.

Your approval as of June 20, 1973 is requested.

Attach.
JK:pr

7563

October 22, 1973

Ferguson & Burdell
929 Logan Building
Seattle, Washington 98101

Gentlemen:

This is to acknowledge your letter of October 19 notifying us that your client's claims against Hughes and Ladd & Hughes and Ladd, Inc. have been satisfied.

One claim against Contract No. 7566 was in the amount of $19,922.31. The other claim against Contract No. 7563 was in the amount of $4,913.85.

We have noted our files accordingly and will inform all interested parties.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

RMG:td

cc Hughes and Ladd &
Hughes and Ladd, Inc.
Box 756
Redding, California 96001

The Travelers Indemnity Co.
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

NOTED ON CARD
10-22-73 TD

LAW OFFICES OF
Ferguson & Burdell
929 LOGAN BUILDING
Seattle, Washington 98101
(206) 622-1711

WM. H. FERGUSON
CHARLES S. BURDELL (1973)
WM. WESSELHOEFT
DONALD MCL. DAVIDSON
EDWARD HILPERT, JR.
THOMAS J. GREENAN
HENRY W. DEAN, JR.
WILLIAM B. MOORE
C. DAVID SHEPPARD

W. J. THOMAS FERGUSON
JAMES E. HURT
GUST S. DOCES
WILLIAM D. STITES
BRUCE P. BABBITT
JAMES P. MCGOWAN
JOHN M. WOODLEY
CHRISTOPHER KANE

October 19, 1973

Department of Highways
State Highway Building
Salem, Oregon 97310

Re: Tri-M Erectors, Inc. - Claims of Lien

Gentlemen:

Enclosed herewith please find a duly executed Notice of Release of Claims of Lien of the seven (7) Claims of Lien therein described.

Very truly yours,

FERGUSON & BURDELL

By: Donald McL. Davidson

DMD:bm
cc: Secretary of State
Tom Ferguson (Mercer Steel Company)

RECEIVED
OCT 22 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
[illegible]

NOTICE OF RELEASE OF CLAIMS OF LIEN

TO: Secretary of State
State of Oregon
Salem, Oregon

AND TO: Department of Highways
State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, TRI-M ERECTORS, Inc., does hereby release and discharge the notices of claim of lien dated September 7, 1973, and described as follows:

1. Against HUGHES AND LADD and HUGHES AND LADD, INC. and the THE TRAVELERS INDEMNIFY COMPANY, under State Highway Contract No. 7566, in the amount of Nineteen Thousand, Nine Hundred Twenty-Two Dollars and Thirty-One Cents ($19,922.31);

2. Against J. C. COMPTON CO. and ROSS BROS. CONSTRUCTION, INC. and THE TRAVELERS INDEMNITY COMPANY and GENERAL INSURANCE COMPANY OF AMERICA, on State Highway Contract No. 7605, in the amount of Eleven Thousand, Three Hundred Ninety-Five Dollars and Seventy-Five Cents ($11,395.75);

3. Against HUGHES AND LADD and HUGHES AND LADD, INC., and THE TRAVELERS INDEMNITY COMPANY, on State Highway Contract No. 7563, in the amount of Four Thousand, Nine Hundred Thirteen Dollars and Eighty-Five Cents ($4,913.85);

4. Against GIBBONS AND REED COMPANY and THE TRAVELERS INDEMNITY COMPANY, on State Highway Contract No. 7670, in the amount of Seven Thousand, Eighty-One Dollars and Twenty-Nine Cents ($7,081.29);

5. AGainst WILLAMETTE WESTERN CORPORATION and GENERAL INSURANCE COMPANY OF AMERICA, on State Highway Contract No. 7760, in the amount of Three Thousand, Six Hundred Four Dollars and Eleven

7563

THE TRAVELERS

Surety Department
Roger I. Fleiss, Associate Manager
(415) 983-6206

September 24, 1973

Ferguson & Burdell
Law Office
929 Logan Building
Seattle, Washington 93101

Attention: Bruce P. Babbitt

RE: Tri-M Erectors, Inc. ... Claim of Lien
Principal: Hughes & Ladd Inc.-Hughes & Ladd
Obligee: State of Oregon, Highway Division
Bond No.: 1690052
Description: Contract #7563

Gentlemen:

We acknowledge, without prejudice to any and all rights and defenses under our bond, receipt of your letter dated September 10, 1973 to the Oregon State Highway Division.

We will discuss this matter with our Principal and you may expect to hear from them or us in the near future. If you have not been contacted within a reasonable period of time, please do not hesitate to advise.

Very truly yours,

Roger I. Fleiss, Associate Manager
Surety Division

ck

cc: Mr. John Lamberson @ Corroon & Black-Miller & Ames
P. O. Box 3995 - San Francisco, CA 94119

✓ Oregon State Highway Division - Highway Building
Salem, Oregon 97310 Attn: C.W.Head, Mgr.; Admin. Services

RECEIVED
SEP 26 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

SAN FRANCISCO OFFICE OF THE TRAVELERS INSURANCE COMPANIES
550 California Street, San Francisco, California 94104
Home Office: Hartford, Connecticut

7563

4826

FILED
SEP 14 1973
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

RECEIVED
SEP 14 8 18 AM '73
CL... ERS
SECRETARY OF STATE

September 13, 1973

Ferguson & Burdell
929 Logan Building
Seattle, Washington 98101

NOTED ON CARD
9-18-73 Ro

Gentlemen

This is to acknowledge receipt of your letter of September 10, 1973, informing us that your client, Tri-M Erectors, Inc., has a claim in the amount of $4,913.83 against Hughes and Ladd & Hughes and Ladd, Inc., for the placing of reinforcing steel.

From the description given in your letter, this appears to be in reference to the Hughes and Ladd & Hughes and Ladd, Inc., Contract No. 7563 for work on the East Unit, Pendleton-Emigrant Hill Section of the Old Oregon Trail in Umatilla County.

The Travelers Indemnity Company furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

cc Hughes and Ladd & Hughes and Ladd, Inc.
The Travelers Indemnity Company

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
SEP 17 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

E-123

LAW OFFICES OF
Ferguson & Burdell
929 LOGAN BUILDING
Seattle, Washington 98101
(206) 622-1711

WM. H. FERGUSON
CHARLES S. BURDELL (1973)
WM. WESSELHOEFT
DONALD McL. DAVIDSON
EDWARD HILPERT, JR.
THOMAS J. GREENAN
HENRY W. DEAN, JR.
WILLIAM B. MOORE
C. DAVID SHEPPARD

W. J. THOMAS FERGUSON
JAMES E. HURT
GUST S. DOCES
WILLIAM D. STITES
BRUCE P. BABBITT
JAMES P. McGOWAN
JOHN M. WOODLEY
CHRISTOPHER KANE

September 10, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Tri-M Erectors, Inc. Claims of Lien

Gentlemen:

Enclosed please find five (5) notices of claims of lien of Tri-M Erectors, Inc. for placing of re-enforcing steel on State Highway Contracts Nos. 7566, 7605, 7563, 7670 and 7760.

I would appreciate it if you would send me acknowledgement of the receipt of the enclosed claims.

Yours very truly,

FERGUSON & BURDELL

By: Bruce P. Babbitt

BPB/lc

Enclosures

RECEIVED
SEP 12 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTICE OF CLAIM OF LIEN

TO: Secretary of State
State of Oregon
Salem, Oregon

AND TO: Department of Highways
State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, TRI-M ERECTORS, INC., has a claim for the placing of reinforcing steel placed by it in the sum of Four Thousand, Nine Hundred Thirteen Dollars and Eighty-Five Cents ($4,913.85) against the bond taken from HUGHES AND LADD, and HUGHES AND LADD, INC., a California corporation, in a joint venture, as principal, and THE TRAVELERS INDEMNITY COMPANY, a Connecticut corporation, as surety, for the work of grading, paving, structures and signing on the East Unit, Pendleton-Emigrant Hill Section of the Old Oregon Trail in Umatilla County, Oregon, being State Highway Contract No. 7563.

DATED September 7th, 1973.

TRI-ERECTORS, INC.

By: B P Babbitt
Bruce P. Babbitt,
Attorney and Agent

Agent's Address:

FERGUSON & BURDELL
929 Logan Building
Seattle, Washington 98101

Claimant's Address:

TRI-M ERECTORS, INC.
22650 85th Place South
Kent, Washington

RECEIVED
SEP 12 1973
HIGHWAY
ADMINISTRATIVE SERVICES

5

7563 8-29-73

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr Nichols

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cst

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 19	COUNTY Umatilla	DIVISION Oregon
DATE OF INSPECTION 8-29-73	INSPECTION MADE BY P. K. O'Neil, Asst Area Engineer		PROJECT NO. I-80N-6(48)217
IN COMPANY WITH W. C. Ferguson, Res Engr, OSHD; J. Rickard, Asst Res Engr, OSHD; D. Corum, FHWA.			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 91.8 %	WORK COMPLETED 70.6 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT
SEP 10 1973
REGIONAL OFFICE

RECEIVED
STATE HWY ENGR
SEP 10 73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

EAST PENDLETON-EMIGRANT HILL SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, and Structures

Stage Inspected: AC Paving

1. SCOPE OF INSPECTION

The purpose of this inspection was to review the contractor's construction procedures concerning the AC paving and to review the State's inspection, sampling, testing, and documentation for the payment of the progress estimate.

2. SUMMARY OF FINDINGS AND RECOMMENDATIONS

a. The project was found to be adequately staffed with capable engineering personnel to perform the required sampling and testing, inspection, and documentation of pay items. The office records and field records were current and properly completed according to the State's standard procedures.

9-11-73
Constr
cy Young

b. The paving operation was progressing satisfactorily. The contractor had ample equipment to perform the required placement and rolling of the AC. It was noted that they were leaving the rollers set on the hot mat. Since this was the base lift it was not considered detrimental to the paving, but this practice should be discouraged. The resident assured me that this would not occur on the top lift.

NOTED
H.S. COULTER

c. There was adequate signing and flagmen to safely control traffic through the work area. Opening of the westbound lanes was discussed and as required in the special provision, traffic shall be maintained on the existing highway until the new westbound lanes are completed including placement of the pea gravel on the truck escape ramps.

d. The resident has required the contractor to pick up the excessive amount of CTB trimmings and reweighed material for deduction from the pay quantities.

7563 5-30-73

5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
cst

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr Nichols
C Hoefler

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 19	COUNTY Umatilla	DIVISION Oregon
DATE OF INSPECTION 5-30-73	INSPECTION MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. I-80N-6(48)217

IN COMPANY WITH W. C. Ferguson, Resident Engineer, OSHD.		TIME ELAPSED 86 %	WORK COMPLETED 53 %
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory		

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.

RECEIVED
STATE HWY ENGR
JUN 15 '73
REFER TO Coulter
FOR
Info
Invas
R/D
D/R
Sign
Act
File

COPY SENT
JUN 14 1972
Washington

COPY SENT
JUN 14 1973
REGIONAL OFFICE

736

EAST PENDLETON-EMIGRANT HILL SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, and Structures

Stage Inspected: Base

1. SCOPE OF INSPECTION

The purpose of this inspection was to review the contractor's construction procedures concerning base material and to review the State's inspection, sampling and testing, and payment for base material.

2. SUMMARY OF FINDINGS AND RECOMMENDATIONS

a. Between Stas 821+50 and 970 the contractor had 9 out of 28 CTB compaction tests below the 95% minimum. Most of the failing tests were only 1-3% below the minimum. A price reduction for this area was felt to be ample rather than removal of the material. The contractor has also improved his rolling pattern and his compaction tests are above the minimum now.

b. The contractor does not have adequate means to control his placement of CTB so that when he comes to his final trim he has an excessive amount of waste material. The resident engineer has assured me that he will require the contractor to pick up this CTB and reweigh it so that we are not paying for this waste.

c. This project was found to be adequately staffed with capable engineering personnel to perform the required sampling, testing, and documentation of pay items. Adequate records were being kept for documentation of reduction in payment for excessive water in the CTB.

NOTED
H.S. COULTER

6-15-73
Orig Keasey
cy Young

(more)

RECEIVED
JUN 15 1973
Office of
Assistant State Highway Engineer

PREVIOUS EDITIONS WILL BE USED

FORM PR-33B
(REV. 5-70)

d. A price agreement is forthcoming to add cottrell flour to the bit base and wearing course. The new price agreement would provide for the trial or experimental use of cottrell flour to determine: 1. Effect on shrinkage cracking, and 2. Improve the ability to control the asphalt concrete mixture under the heat and grade conditions that prevail.

e. A price agreement is forthcoming to delete 55,138 ft. of guardrail from this project and substitute rail at a reduced price from the State. The rail furnished by the State is from the Bubbs Ranch-Weatherby Section where we substituted concrete median barrier for the rail. Approval of this price agreement is recommended.

**OREGON STATE
HIGHWAY DIVISION**

7563

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 25, 1973

Federal-aid Project
No. I-80N-6(48)217

TO

G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM

L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7563 Extra Work Order No. 7

Project East Unit, Pendleton - Emigrant Hill

Highway Old Oregon Trail

County Umatilla

The order covers reinstalling a culvert at the west bound viewpoint. The work is required as a result of a staking error.

Attached are copies of letters from the Regional Maintenance Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on April 4, 1973.

Your approval as of April 4, 1973 is requested.

Attach.

JK:dgk

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 7, 1973

TO Victor D. Wolfe
Location Engineer

FROM C. J. Gregg
C. J. Gregg
Base Design Engineer

SUBJECT E. Unit, Pendleton-Emigrant Hill
Old Oregon Trail Highway #6
Umatilla County
Contract #7563

A review of the existing subgrade of the subject section was completed January 26, 1973. The overall length of the project is from Station 520± to Station 1002±, with the area from about Station 815 to the East end of the job completed through the Aggregate Subbase. The section this report will cover is from Station 520± to 815±. The condition survey was made to determine whether a reduction in the surfacing thickness, through an improved subgrade, would be economically feasible.

A total of ten holes were dug, sampled, and submitted to the Laboratory for testing. Tests of the subgrade material have been completed and a summary of the hole logs and test results is attached. A resume of the test results is shown below:

> Seven of the tests, although rocky, are very dirty with high liquid limits and plasticity indexes, and with an excess of material passing the #200 sieve, especially for a frost area. The R values indicate the material, under testing, reacts more as a soil than as rock or gravel. Two of the samples have a high liquid limit and plasticity index, but the material passing the #200 sieve is around three percent, and the R values are in the aggregate subbase range. The other test has a high liquid limit and plasticity index, but none of the material passes the #200 sieve. This material was too coarse for an R value test, but, compared to other tests, the R value would be in the order of plus 70.

RECEIVED
MAR 9 1973
LOCATION
SECTION

We recommend that no reduction be made in the structural section as shown on the construction plans for the following reasons:

> Seven of the ten tests are of questionable value due to contamination of the rock by clayey fines.
> There are no areas of quality material large enough to economically reduce the surfacing thickness.

E. Unit, Pendleton-Emigrant Hill
Old Oregon Trail Highway
Umatilla County
Contract #7563

Station	L & R	Hole No.	Depth	LL-PI	%P200	"R" Value	AASHO Classif.
920	24' Lt.	5	0 - 12"	43-17	41.4	12	A-7-6 Gr.Cl.Si.
794+50	24' Lt.	6	0 - 12"	53-27	14.5	31	A-2-7 Si.Sa.Gr.
725+00	6' Rt.	7	18"-36"	55-32	45.0	5	A-7-6 Gr.Si.Cl.
695+00	10' Lt.	2	0 - 7.5"	35-12	3.1	79	A-2-6 Gr.
655+00	8' Rt.	3	0 - 12"	52-29	30.1	5	A-2-7 Si.Cl.Gr.
628+00	7' Lt.	4	0 - 12"	32-8	2.8	73	A-2-4 Gr.
627+80	14' Lt.	8	0 - 10"	44-21	13.7	26	A-2-7 Cl.Si.Gr.
615+20	7' Lt.	9	0 - 11"	48-24	12.7	27	A-2-7 Cl.Sa.Gr.
605+00	10' Rt.	10	0 - 12"	52-30	10.2	19	A-2-7 Cl.Sa.Gr.
595+00	12' Rt.	11	0 - 8"	38-15	0.0	Too coarse to test.	

RECEIVED
AUG 2 - 1972
FOR FILING

5

7563

APB LAG 7 8-1-72 10.25 AM

ATTENTIONALL STATIONS

CONSTRUCTION ACTIVITY ON OLD OREGON TRAIL, EAST UNIT, PENDLETON - EMIGRANT HILL, AT MILE POST 225.6 WILL RESULT IN RESTRICTED VERTICAL CLEARANCE OF 14 FEET 9 INCHES EFFECTIVE AUGUST 2, 1972.

R C LANG
BV3090¾.--.8888.38.$-.

RECEIVED
AUG 1 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

[illegible]
LLOYD P. SHAW

STATE COPY 5

FORM PR-33B
(REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Nichols   Engr Coord

7-21-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

cs

(Check appropriate box) ☐ Contact ☒ Project Stage Inspection ☐ Final Inspection

7563

Region No. 10	Report No. 10	County Umatilla	Division Oregon
Date of Inspection 7/26/72	Inspection Made By P. K. O'Neil, Asst Area Engr		Project No. I-80N-6(48)217
In Company With Bill Ferguson, Res Engr, OSHD.			
Quality of Work* Satisfactory	Progress of Work Unsatisfactory	Time Elapsed 52 %	Work Completed 37.5 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

8-9-72

COPY SENT
AUG 07 1972
REGIONAL OFFICE

EAST UNIT-PENDLETON EMIGRANT HILL
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, and Signing

Al cc Young

1. **Scope**

The purpose of this inspection was to review the contractor's construction practices, the State's inspection procedures, and to review the documentation of the progress payments.

NOTED
A. E. JOHNSON

NOTED
A. E. [illegible]

2. **Findings**

A. The State had an efficient and capable engineering staff to perform the required quality control.

B. The contractor had a minimal amount of equipment on the project and was in the process of removing the equipment from the project. The percent complete is severely lagging the percent time elapsed and it appears that he will not get the project completed in the time allotted.

C. The supportive documents for the progress estimate are found to be accurate, well referenced, and easily accessible.

D. The contractor and State are doing a commendable job of conserving the topsoil; however, it appears that we will need topsoil in some areas.

3. **Recommendations and Actions Taken**

The project inspectors were qualified and card-carrying personnel; however, the cards indicated that their last training was given in 1967. The inspectors indicated they had had recent training. If the State plans to continue the use of issuing cards indicating the training, their personnel have received, they should keep these cards up to date.

The resident engineer has devised his own form for maintaining records of pipe installations. His form has all of the required data on it and is much easier to read than the small form that the State normally uses.

Backup notes for this inspection are attached to the Division office copy.

8/10/72
Copies to
Schwartz
Ferguson
Gallagher
Hatcher
FW

Discussed with Bg II
they are bringing cards
up to date.

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

GPO 832475-734

Genl File -

FORM E-30 (REV. 10-69)

7563

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1972

SUBJECT: FHWA Statewide Inspection in Depth
Quantity and Cost Controls

To: Metropolitan Engineer
Region Engineers

Copy C- Fed Aid audits

557 FROM: C T Keasey
C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Recently four of our Interstate projects were inspected by Auditors of the FHWA. Generally, their comments were quite favorable, but there was one area in particular in which three of the projects deviated seriously from the prescribed method of payment. This is in the area of partial payment for material on hand.

Each of you should review thoroughly the provisions of Article 109.10, Advance on Materials, in the General Specifications and review this with your Resident Engineers to insure that this specification is strictly adhered to. Also, the special provisions for each project should be reviewed to see if there is any specified deviation from the general provisions in this area.

All such partial payments must be clearly documented and back-up data retained with each estimate to show how the quantities paid for were arrived at. Each Resident should review his materials on hand payments to make sure that all quantities are correct and can be fully supported, and if any errors are found in the calculation or payment, corrections should be made on the next estimate with proper documentation of the corrections.

CTK:fw

cc: R. E. Simpson - FHWA
A. E. Johnson

RECEIVED
JUN [illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52875-734

③

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 23, 1972

In reply refer to: 10-35.5/
122.1

L.K. Backlund

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Advisory Memorandum 72-0-2

Attached for your information is a copy of the memorandum which covers the operational audit of construction activities.

If further action is taken or additional instructions issued relating to this report, we would appreciate being advised.

Enclosure

Routing
Keasey
Johnsen
Glenn

RECEIVED
CONSTRUCTION
SECTION

RECEIVED
MAY 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 ([illegible]7)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 10, 1972

In reply refer to: 10-35.9

TO : Mr. R. E. Simpson, Division Engineer
Salem, Oregon

T. N. Lause

FROM : T. N. Lause, Division Auditor-in-Charge
Salem, Oregon

SUBJECT: Advisory Memorandum 72-0-2
Operational Audit-Construction Activities
Oregon State Highway Division

Our annual Statewide inspection-in-depth, (Phase 7), Quantity and Cost Controls was completed on four projects in the Pendleton-LaGrande area (State Region 5) during April 1972, as follows:

Contract Number	Project Number	Project Name
7514	I-80N-7(32)284	North Powder-Powder River
7563	I-80N-6(48)217	Pendleton-Emigrant Hill, East Unit
7566	I-80N-6(47)265	LaGrande-Ladd Canyon
7671	I-80N-6(49)271	Ladd Canyon

In general we found that controls relating to documenting contract work progress, material testing, timekeeping, and equipment utilization were excellent. However, deficiencies were found in the computation of Material on Hand allowances paid to contractors on three of the projects. Contractors were overpaid approximately $24,000 on progress estimates. Details are summarized as Item 1.

Our review also disclosed one isolated instance in which extra work was paid for under a contract item rather than by a price agreement as required by State procedure. The work involving the removal and reinstallation of a 3' length of existing culvert pipe was paid for at the unit bid price for 18" culvert pipe installed under Item 35, Contract 7671, Project I-80N-6(49). The amount of $21 involved in this instance (3 ft. at $7) is not significant; however, it is a breach in internal control which could become serious if unchecked.

The results of our review were discussed with the OSHD Regional Engineer who concurred in our findings and indicated that he would take appropriate action and discuss the matter with the resident engineer involved. We also discussed our findings with the FHWA Area Engineer.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

During our review we received excellent cooperation from all personnel of the Highway Division.

The annual report on construction activities will be issued during the second quarter of Fiscal Year 1973.

Distribution:
  Regional Federal Highway Administrator
  Regional Audit Manager

TNLause:cst

Item 1 - Payment for Materials on Hand should be made in accordance with the Standard Specifications

Paragraph 109.10 of the Oregon Standard Specifications provides for partial payments to contractors for acceptable materials which are to become an integral part of the finished construction and which are delivered and stored at or near project locations controlled by the State. The specifications provide that payments shall not exceed 90% of the net cost to the contractor of the material F.O.B. the work or approved site.

Payment to contractors on three projects for Materials on Hand were made on a a basis other than provided for in the Standard Specifications, as follows:

1. I-80N-6(47)265

   Progress payments were made for crushed and stockpiled aggregate for Item 19, plantmix aggregate base under Item 703, Materials on Hand. Payment was based on 100% of contractors production cost of $1.61 per cubic yard for 101,525 measured cubic yards. This amounted to progress payments of $163,455.25. The amount allowable under Paragraph 109.10 of the Standard Specifications was 90% of this amount or $147,109.73. The indicated overpayment to the contractor was $16,345.52.

2. I-80N-6(49)271

   Progress payments were made for culvert pipe, Contract Items 35, 36, 38, 39 and 40, delivered to the project site but not incorporated into the construction. The progress payments were based on 100% of the actual cost to the contractor of the pipe per vendor's invoices. No allowance was made for pipe bands delivered or for vendor's labor charges for fabrication of fittings included on the invoices. This method was used in lieu of the 90% of cost provided in the specifications. The method used resulted in a net overpayment to the contractor of $60.23.

3. I-80N-7(32)

   Progress payments under Item 719, Materials on Hand, were made for bituminous base aggregate produced and stockpiled at the project site by the contractor. Stockpile remeasure notes supported 24,753 cubic yards of material in stockpile. The cubic yards were converted to 46,783 tons by using a factor of 1.89 which included 30% for compaction per table on OSHD Form

(more)

E-377, Surfacing Calculation Sheet. The project engineer reduced the quantity to 43,000 tons to allow for contamination and applied 90% of the contractors unit price of $1.45 ($1.31) to arrive at progress amount totaling $56,330.

We discussed the reasonableness of the computations with the State Regional Engineer and the FHWA Area Engineer. They agreed that the 1.89 conversion factor used applies to material in place on the roadway and does not apply to material in stockpile. The Regional Engineer and the FHWA Area Engineer indicated that a factor of 1.4 to 1.5 would be more realistic. Our recomputation of the allowable amount, using the 1.5 factor, is shown below:

24,753 cubic yards X 1.5 factor	=	37,129.5 tons
90% of contractors cost	X	$1.31
Amount based on 1.5 factor		$48,639.65
Progress payments based on 1.89 factor		56,330.00
Estimated Overpayment		$ 7,690.35

Our discussions with the resident engineers disclosed that they did not fully understand the requirements of Standard Specification 109.10 or considered them as guidelines only which allowed for alternate methods.

In our opinion, continued deviation from Standard Specification 109.10 requirements could result in substantial overpayments to contractors and possible loss of Federal participation. We believe that a need exists for management to reacquaint resident engineers with the State requirements for computing the allowance for Materials on Hand.

The results of our review were discussed with W. E. Schwartz, Oregon Highway Division Reigonal Engineer. He indicated that his office would review the computations of all allowances for materials on hand for the above projects and appropriate corrections would be made, if necessary, on the next progress estimates. A Region 5 policy statement related to this finding was issued May 3, 1972 which clarifies the applicability of Paragraph 109.10 and will in our opinion prevent recurrence of this discrepancy. A copy of this policy statement is attached.

(more)

RECOMMENDATIONS

The affirmative action taken by the OSHD Regional Engineer eliminates a need for a recommendation at this time. Subsequent reviews will determine the effectiveness of the May 3, 1972 instructions to Resident Engineers of Region 5.

FORM 6-90X—30M—1-65 SP*19102-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 3, 1972

SUBJECT: FHWA Audit

To:

RESIDENT ENGINEERS
RESIDENT BRIDGE ENGINEERS

This past week four of our Interstate projects were inspected by auditors of the FHWA. In general their comments were very favorable. There was one area, however, in which three of the projects had deviated from the prescribed method of paying for material on hand. I would like for each of you to again review the provisions of Article 109.10, Advance on Material, to insure that this specification is strictly adhered to. Also examine your special provisions to see if they have anything to say on this subject.

Payment for manufactured products which the contractor purchased from a materials supplier should be at 90% of the contractor's invoice cost. Payment for materials manufactured by the contractor, i.e., crushed rock, should be a measured quantity times 90% of the contractor's cost to produce. You should retain backup data with each estimate which will clearly show how you arrived at the quantities paid. Don't take undocumented short cuts or go through a series of mental gymnastics which can't be supported to arrive at either the quantities or the costs.

Each of you should review your materials on hand to make sure that all quantities can be fully supported and to insure that the contractor has been fully and correctly paid. If you find any errors, correct them on the May 10 estimate, being sure that you document any corrections you make.

for R. C. Lang
W. E. Schwartz
Regional Engineer

OREGON DIVISION
MAY 4 1972

WES:sh

cc T. N. Lause, FHWA
C. T. Keasey

RECEIVED
MAY 18 1972
FOR FILING

7563

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 12, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-80N-6(48)217

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT
Request; Change Order Approval

Contract 7563, Extra Work Order No. 6

Project East Unit, Pendleton-Emigrant Hill

Highway Old Oregon Trail

County Umatilla

The Order covers construction of additional fence panels at natural gullies, abrupt depressions and waterways. Payment for this work on an "Extra Work" basis is provided for in subsection 607.93 of the 1970 Standard Specifications for Highway Construction.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 8, 1972.

Your approval as of May 8, 1972 is requested.

JK:bb

Attachments

RECEIVED
APR 21 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE April 18, 1972

TO D. H. Moehring
Right of Way Engineer

7563

FROM C. T. Keasey
C. T. Keasey
Construction Engineer

SUBJECT East Unit, Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Contract No. 7563

On April 11, 1972, I forwarded to your office a copy of my letter to A. E. Johnson recommending extension of a farm access road approximately 900 feet along the northerly right of way line on the subject section from approximate Station 596 to Station 605. Correspondence and sketch map from Region V were included.

This has received approval from Mr. Johnson and was discussed with Glen Green, FHWA, on April 14, 1972, and with R. A. Nichols, FHWA, on April 17, 1972, receiving tentative approval.

Would you please arrange to obtain a construction easement for the extension of this access road.

NOTED
A. E. JOHNSON

CTK:fw

cc:A. E. Johnson
W. E. Schwartz

RECEIVED
APR 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 21 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE April 18, 1972

TO W. E. Schwartz
Regional Engineer
LaGrande

7563

FROM C. T. Keasey
Construction Engineer

SUBJECT East Unit, Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Contract No. 7563

Your request of April 7, 1972 for extension of a farm access road on the northerly side of the right of way from Station 596 to Station 605 on the subject section has been approved by A. E. Johnson. I have also discussed this with Glen Green and R. A. Nichols of FHWA on April 14, 1972 and April 17, 1972 respectively and received tentative approval.

The Right of Way Section has been requested to obtain a construction easement.

Please submit Price Agreement and/or Extra Work Order covering the actual work.

NOTED
A. E. JOHNSON

CTK:fw

cc A. E. Johnson

RECEIVED
APR 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVE
APR [illegible] 1972

FOR FILING

7563

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1972

To:

Mr. D. H. Moehring
Right of Way Engineer
BUILDING

SUBJECT: E. Unit, Pendleton-Emigrant Hill Section
Contract No. 7563
R/W File 42500B-7 and
R/W File 42510

NOTED
A. E. JOHNSON

Unstable material encountered in the upper portions of the rock cuts on the subject Right of Way files makes it necessary to acquire additional right of way as indicated on the attached sketch maps and the descriptions.

Would you please process these acquisitions as rapidly as possible so that work may progress with a minimum of inconvenience to the contractor.

C T Keasey
C. T. Keasey
Construction Engineer

CTK:fw
Attach.
cc A. E.Johnson

RECEIVED
APR 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 3, 1972

SUBJECT:

R/W File 42500B-7
R/W File 42510
East Unit, Pendleton-Emigrant
Hill Section
Umatilla County
Contract No. 7563

To:

C. T. Keasey
Construction Engineer

SALEM

Attached are two requests from resident engineer Bill Ferguson for additional right-of-way from the above files and project.

Additional right-of-way is required to flatten cut slopes in each case. Unstable material was encountered in the upper limits of these rock cuts which would not stand on the planned slope.

Will you please have Right-of-Way get on these requests at the earliest possible time so that the work may progress with a minimum of inconvenience to the contractor.

Warren E. Schwartz
W. E. Schwartz
Regional Engineer

WES:sh
Attachments

cc W. C. Ferguson

Routing
1 Keasey K
Bond
Walker
Johnson
RECEIVED
APR 4 1972
CONSTRUCTION
SECTION
Pease E
Glenn
Litchfield
Berg

FORM 2-90 60M 11-61 66830

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

APR [illegible] 1972
RECEIVED
REGIONAL OFFICE

March 31, 1972
Pendleton, Oregon

SUBJECT: File No. 42500B-7
East Unit
Pendleton-Emigrant Hill
Contract No. 7563

To: Mr. W.E. Schwartz
Regional Engineer

Due to an unstable cut slope it is necessary to obtain additional R/W for slope flatening purposes. A R/W description has been prepared and the acreage computed. A portion of the R/W map in the immediate area is enclosed.

If this meets with your approval please have the R/W department expedite this matter.

WC Ferguson
W.C. Ferguson
Resident Engineer

WCF:fs
CC: file

Pri[illegible]la M. Billy Craig
R/W File No. R-42500 B-7
East Unit, Pendleton-
Emigrant Hill Section
Old Oregon Trail Hwy.
Umatilla County

A parcel of land lying in the E$\frac{1}{2}$ NE$\frac{1}{4}$ of Section 35, Township 2 North, Range 33 East, W.M., Umatilla County, Oregon. The said parcel being that portion of said E$\frac{1}{2}$ NE$\frac{1}{4}$ included in a strip of land variable in width lying on the Easterly side of the centerline of the Westbound lane of the Old Oregon Trail Highway as said highway has been relocated, which centerline is dexcribed as follows;

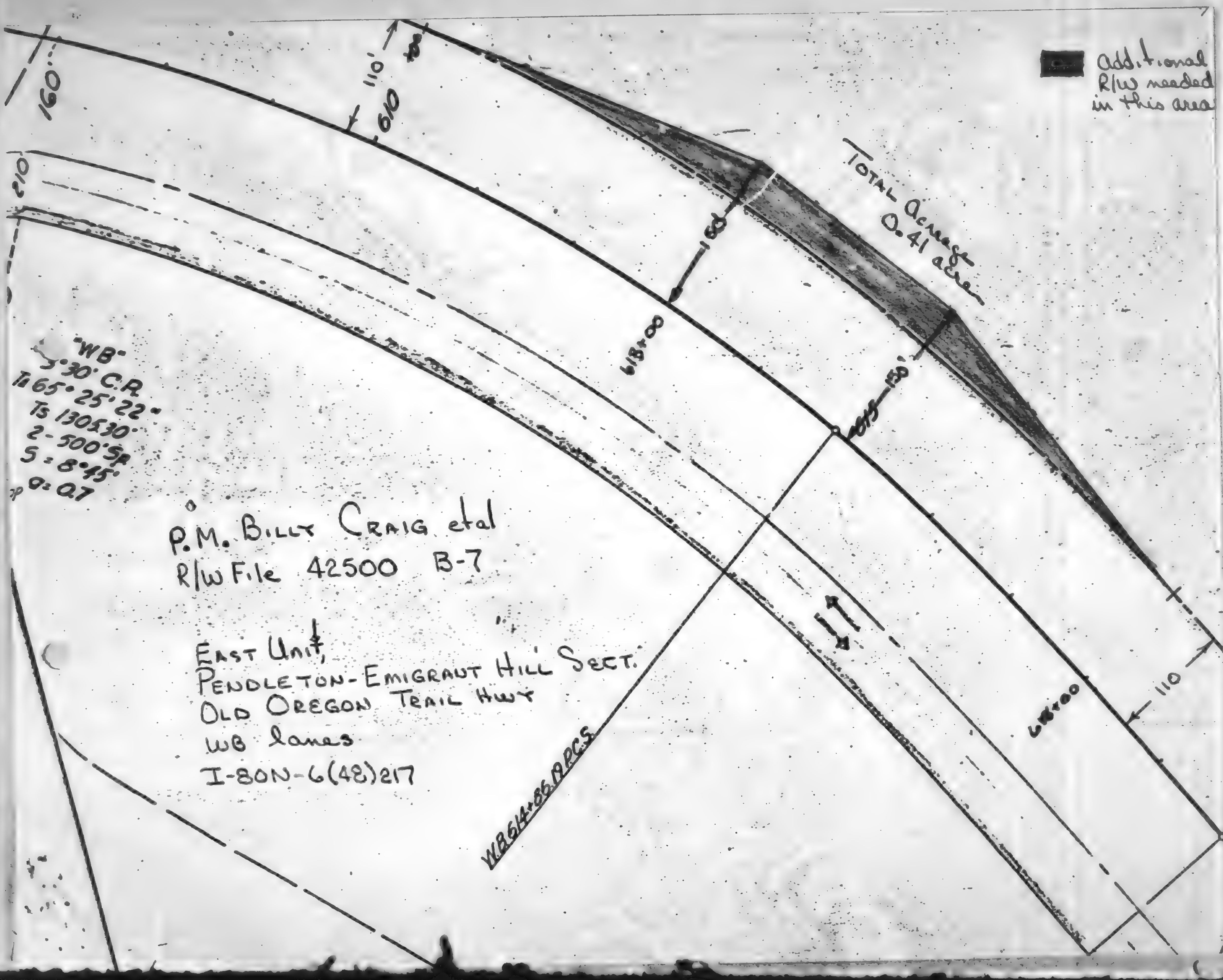
Beginning at Westbound station 610+00, said station being 1635.61 ft. South and 696.33 feet West of the Northeast corner of said Section 35, thence on a 1637.02 foot radius curve right (the long chord of which bears South 15° 45' 41"East) 486.19 feet, thence on a spiral curve right (the long chord of which bears South 14° 02' West) 313.81 feet to Engineers centerline station Westbound 618+00.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly side of centerline
610+00	613+00	110 in a straight line to 150
613+00	615+00	150 in a straight line to 150
615+00	618+00	150 in a straight line to 110

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies containes 0.41 acres, more or less, outside of the existing right of way.


"WB"
3°30' C.R.
Tl 65°25'22"
Ts 130530"
2-500' Sp
S = 8°45'
θ = 0.7
160'
110'
610
210
618+00
150'
613
150'
618+00
110
WB 614+86.19 P.C.S.
Additional R/W needed in this area
Total Acreage 0.41 acre

P.M. Billy Craig etal
R/W File 42500 B-7

East Unit,
Pendleton-Emigrant Hill Sect.
Old Oregon Trail Hwy
WB lanes
I-80N-6(48)217

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 31, 1972
Pendleton, Oregon

APR 1972
RECEIVED
REGIONAL OFFICE

To: Mr. W.E. Schwartz
Regional Engineer

SUBJECT: File No. 42510
East Unit
Pendleton-Emigrant Hill
Contract 7563

Due to an unstable cut slope it is necessary to obtain additional R/W for slope flatening purposes. A R/W description has been prepared and the acreage computed. A portion of the R/W map in the immediate area is enclosed.

If this meets with your approval please have the R/W department expedite this matter.

W C Ferguson
W.C. Ferguson
Resident Engineer

WCF:fs
CC: file

Orval McCormmach
R/W File No. R-42510
East Unit, Pendleton-
Emigrant Hill Section
Old Oregon Trail Hwy.
Umatilla County

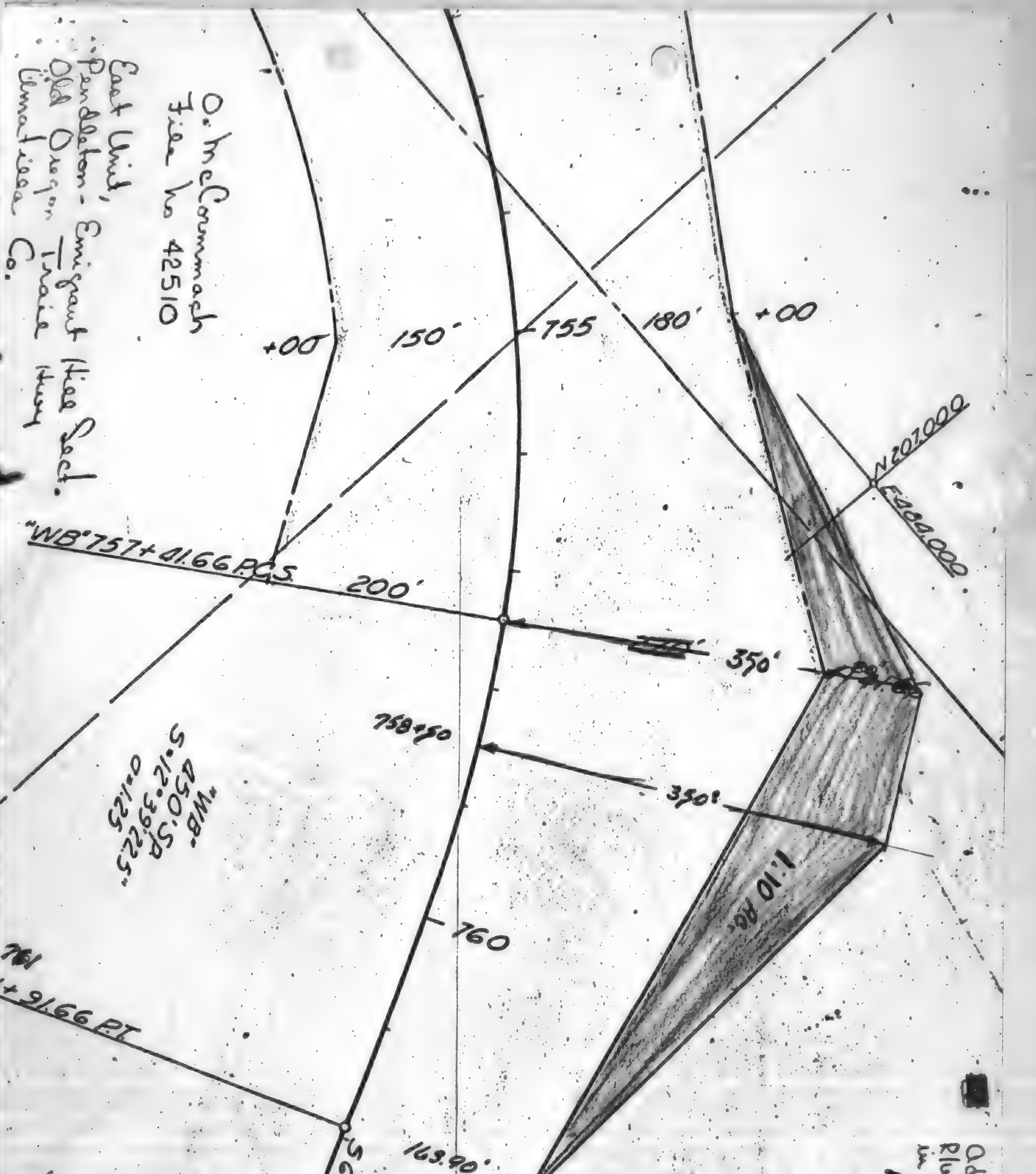
A parcel of land lying in the E½ SW¼ and the W½ SE¼ of Section 6, Township 1,North, Range 34 E.W.M. The said parcel being that portion of said subdivision included in a strip of land variable in width, lying on the North and East side of the centerline of the Westbound lane of the Old Oregon Trail Highway as said centerline has been relocated, which centerline is described as follows;

Beginning at Engineers Station 755+00, said station being 1,299.40 feet South and 60.68 feet East of the Northeast corner of the SW¼ of said Section 6, thence on a 1018.59 foot radius curve right (the long chord of which bears South 17° 28' 30" East) 241.66 feet, thence on a spiral curve right (the long chord of which bears South 57° 48' 28.5" West) 450 feet to Engineer centerline station WB 761+91.44.

Beginning at a point which is oppisite and 180 feet southeasterly of Engineers station 755+00 on the centerline of the Westbound lane of the relocated Old Oregon Trail Highway, which centerline is described previously, thence southwesterly in a straight line to a point oppisite and 350 feet southeasterly of Engineer station 757+41.66 on said centerline, thence southwesterly in a straight line to a point oppisite and 350 feet southeasterly of Engineer station 758+50 on said centerline, thence on a straight line to a point oppisite and 163.90 feet southeasterly of Engineer station 761+91.66 on said centerline.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 1.10 acres, more or less, outside of the existing right of way.


+00
150'
755
180'
+00
N 201,000
E 2,404,000
"WB" 757+41.66 P.C.S.
200'
350'
350'
758+50
"WB"
450' S.P.
5°12'39.225"
0.125
1:10 Rd.
760
761+91.66 P.T.
163.90'
S62°01'30"W

O. McCormack
File No 42510

East Unit,
Pendleton - Emigrant Hill Sect.
Old Oregon Trail Hwy
Umatilla Co.

Additional
R/W needed
in this area

Form E-208—5M

7563

STATE COPY

G-18

APPROVED EFFECTIVE DATE 8-17-72
Contingent upon modification of project agreement if additional funds are required
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

4-25-72

Project Name East Unit, Pendleton-Emigrant Hill Section
Date March 31 1972
Highway Old Oregon Trail
Contract No. 7563
County Umatilla
Prefix 630-1016
Contractor Hughes & Ladd and Hughes & Ladd, Inc.
F. A. Project No. I-80N-6(48)217
Address P. O. Box 756, Redding, California. 96001
Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Reslope unstable cuts. Relocate Right-of-way fencing.

to Const 4-27-72

Location by station numbers:

Throughout project as required.

NOTED
A. E. JOHNSON

RECEIVED
APR 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor	$ 3,750.00
Equipment	5,500.00
Materials	750.00
TOTAL	$ 10,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Additional work required to flatten unstable cut slopes and relocate fencing being disturbed by the flattening.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$7,587,447.75	
Present estimate of project cost, including $10,000.00 for work under this order	$7,587,447.75	
Expected under-run over-run amount	$ -0-	
Expected under-run over-run per cent	-0-	

Submitted by: W Ferguson
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer
Rigler

Approved:
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

SP*23577-724

RECEIVED
MAR 28 1972

FOR FILING
7563

Salem, Oregon
March 23, 1972

MEMO TO THE FILES

RE: East Unit, Pendleton-Emigrant
Hill Section
Contract 7563

Bill Ferguson, Resident Engineer, and I viewed this project on March 22. In the cut Station 780 there was quite a lot of water coming up in the cut roadbed section itself and on the side slopes which is going to necessitate the installing of a considerable amount of perforated pipe and drain pipe on the sides to get rid of this water.

Also on the cut just westerly, a considerable amount of unstable material was encountered in the top 50 - 60 feet necessitating a flattening of the slope to a 1:1. It is hoped the 1:1 will stabilize the slope. If it does not, additional right of way may be required. The additional material excavated due to this slope change will not cause an overrun as the contractor wants all of the underlying dice rock he can get for crushing.

John H Walker

John H. Walker
Quality Control and Training Engineer

JHW:fw

cc: A. E. Johnson
W. E. Schwartz

NOTED
A. E. JOHNSON

RECEIVED
MAR 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7563

Form E-206—8M—1-58

STATE COPY

G-1P

[redacted] EFFECTIVE DATE 3-30-72
gent upon modification of pro-
reement If additional funds are

Dist. Engineer
4-11-72

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name East Unit, Pendleton-Emigrant Hill ~~Section~~

Date March 16, 1972

Highway Old Oregon Trail Highway

Contract No. 7563

County Umatilla

Prefix 630-1016

Contractor Hughes & Ladd and Hughes & Ladd, Inc.

F. A. Project No. I-80N-6(48)217

Address Post Office Box 756, Redding, California. 96001

Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Slide Correction.

to Const. 4-13-72

RECEIVED
APR 1 ? 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

Station 520 to Station 1002

Estimate of quantities and cost:

Equipment Costs	$ 7,000.00
Labor	3,000.00
TOTAL	$10,000.00

NOTED
A. E. JOHNSON

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This item was included in the original project authorization as an additional anticipated item.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$7,587,447.75
Present estimate of project cost, including $ 10,000.00 for work under this order	$7,587,447.75
Expected under-run over-run amount	$ -0-
Expected under-run over-run per cent	-0-

Space to right of this line is for use of Salem Office

Submitted by: W Ferguson
Resident Engineer

Approval Recommended:
Construction Engineer or
Bridge Engineer

Approval Recommended:
REGIONAL BRIDGE ENGINEER
Division Engineer

Approved A E Johnson
~~Deputy State Highway Engineer or~~
Assistant State Highway Engineer

Form E-206—5M—1-58

7563

STATE COPY - 1 P

3-8-72

ent upon modification of pro-

Malach

3-22-72

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name East Unit, Pendleton-Emigrant Hill Section
Date March 2, 1972
Highway Old Oregon Trail
Contract No. 7563
County Umatilla County
Prefix 630-1016
Contractor Hughes & Ladd and Hughes & Ladd, Inc.
F. A. Project No. I-80N-6(48)217
Address P.O. Box 756, Redding, California 96001
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Relocate existing snow fence located on the project., which is in conflict with the construction.

to Const 3-27-72

RECEIVED
MAR 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

Station 520+00 to 1002+00

Estimate of quantities and cost:

Labor Costs	$ 3,000.00
Equipment Costs	2,000.00
TOTAL	$ 5,000.00

NOTED
A. E. JOHNSON

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This item was included in the original project authorization as an additional anticipated item.

NOTED
TOM EDWARDS

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$7,587,447.75
Present estimate of project cost, including $5,000.00 for work under this order	$7,587,447.75
Expected under-run over-run amount	$ -0-
Expected under-run over-run per cent	-0-

Space to right of this line is for use of Salem Office

Submitted by: W C Ferguson
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended: Alfred Siefert
Division Engineer
Rec Const

Approved A E Johnson
Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing 9916

8-19-71

STATE COPY

RECEIVED
SEP 14 1971

FOR FILING

I-80N-6(48)217

FORM PR-33A (REV. 5-66)

cc: OSHD (Johnson)
Region
Wash DC
Area Engr Nichols

Engr Coord Green

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contract ☒ Project Stage EEO * ☐ Statewide Inspection-In-Depth mh

Region No. 7563	Report No.	County Umatilla	Division Oregon
Date of Inspection 8-19-71	Inspection Made By P. E. O'Neil, Asst Area Engr		Project No. I-80N-6(48)217
In Company With W. C. Ferguson, Res Engr, OSHD			
Location I-80N 7.1 miles east of Pendleton - southeast 8.37			
Contractor Name and Address Hughes & Ladd - Hughes & Ladd, Inc. Redding, California		Time Started 5-25-71	Work Started 7-7-71
Award Date 5-4-71	Contract Amount $6,671,998	Time Allowed 640 cal days	Work Completed
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 12 %	0.4

Roadbed (Width) 38 (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
AC	6204	8.37	4	4	38
CTB & PMB		"	13	13	50
Agg.		"	6	6	66

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles) XXXX feet
PCBG	X781	169
RCBG	X221	151

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

COPY

NOTED
TOM EDWARDS

PENDLETON - EMIGRANT HILL SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures and Signing

STATE

1. DESCRIPTION:

This project provides for the following:

a. Grading and draining of four 12-foot lanes of high-type pavement with 10-foot right and 6-foot left shoulders and an 8.4-foot minimum median to free location.

b. Construction of two structures.

c. Construction of highway signs and sign supports.

d. Construction of two viewpoints.

cc Morgan 9-13

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

2. WORK IN PROGRESS:

The contractor had one grading operation underway in the vicinity of Sta 789. The cut in this area is basically dice rock and excellent fill material. One grid roller was working the fill and obtaining good results.

3. EEO FINDINGS:

a. The resident's monthly report was on file and current. The contractor had not submitted the date of his latest EEO meeting with supervisory personnel. The State has written a letter requesting this information from the contractor.

b. The EEO special provisions were included in all of the subcontracts.

c. The contractor and his subcontractors have submitted their PR 1931's.

d. The resident had all of the instructions for supervision of the training special provisions.

e. The contractor has submitted training programs as required by the special provisions.

4. RECOMMENDATIONS & COMMENTS:

The training programs submitted by the contractor and his subcontractors were found deficient in some areas of training. The training programs were returned to the contractor for correction of the deficiencies.

The resident has set up a separate diary on the on-the-job training special provisions. This is a very good way to keep track of what training the trainees are receiving and having it available for quick review.

RECEIVED
SEP 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 30 1971
FOR FILING

I-80N-6(48)217

7563

July 29, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: East Unit, Pendleton-
Emigrant Hill Section
Old Oregon Trail Highway
F.A. Project No. I-80N-6(48)217
Contract No. 7563

The subject contract was awarded on May 4, 1971, to Hughes & Ladd, Inc. of Redding, California. The contract included the EEO Special Provisions for on-the-job training under FHWA Order Interim 7-2(2).

The contractor is to provide nine trainees during the life of the contract. At the pre-construction conferences June 8, 1971, the contractor advised that the trainees would be furnished in the Operating Engineer, Teamster, Carpenter, and Laborer crafts. The Oregon State Highway Division accepted the contractor's proposal at that time.

The Operating Engineer, Teamster, and Laborer trainees will be provided under a new training program. The contractor's proposal, which is attached, outlines the training schedule which will be followed. These programs are similar to those submitted to you concerning F.A. Project Nos. I-80N-7(33)289, the Powder River-Baldock Slough Section, and F-171(14), the Columbia County Line-Burlington Section.

The Carpenter trainee will be provided under an existing apprenticeship program from the State of Oregon which has been approved by the U.S. Department of Labor.

Mr. R. E. Simpson
July 29, 1971
-2-

The Oregon State Highway Division believes that the contractor's proposal meets the required standards and goals of FHWA Order Interim 7-2(2). We request your concurrence in the contractor's proposed training programs.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Attachments

cc R. L. Porter
Tom Edwards
F. D. Morgan

DES:fr ms

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MAY 26 1971
FOR FILING

I-80N-6(48)217
7563

May 25, 1971

Hughes & Ladd
and Hughes and Ladd, Inc.
Box 756
Redding, California 96001

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7563 for work on the East Unit, Pendleton Emigrant Hill Section of the Old Oregon Trail in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
W. C. Ferguson

I-N11-1(48)217

Form A-105—5M

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JUN 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7563

STATE COPY

G-1P

APPROVED EFFECTIVE DATE 5-27-71
Contingent upon modification of project agreement if additional funds are required
BY G Wilad
Dist. Engineer
TITLE
DATE 6-7-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name East Unit, Pendleton-Emigrant Hill Section Date May 24, 1971

Contract No. 7563 F. A. Project No. I-80N-6(48)217

Highway Old OregOn Trail

Prefix 630-1016 Account No. 278-01

County Umatilla

Description of Work To Be Done: Temporary striping throughout project.
Paint permanent traffic lines and markings throughout project.

Location by Station Numbers:
EB 534 to 1002
WB 520 to 1002
Emigrant Hill Interchange

NOTED
TOM EDWARDS

Estimate of Quantities and Costs:

Temporary Striping at actual cost	$ 290.00
Permanent Striping as follows:	
4" beaded skip line 18 miles at current agreed unit prices	$ 522.00
3" beaded solid shldr. 36 miles at current agreed unit prices	1,512.00
Incidental Pavement Legends—40 hrs at current agreed unit prices.	2,240.00
Total	$ 4,564.00

Explanation: Work to be done by state forces. Temporary striping will be done on an actual cost basis. Permanent striping will be done on agreed unit prices in effect at the time the work is done.

Work has not started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$7,587,447.75
Present estimate of project cost, including $~~[illegible]~~ 4564.00 for work under this order	$7,587,447.75
Expected under-run over-run (amount)	$ -0-
Expected under-run over-run (per cent)	-0-

Space to right of this line is for use of Salem Office

Submitted by: W C Ferguson
Resident Engineer

Approval Recommended:
Division Engineer
Region Constr.

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved:
Assistant State Highway Engineer
Construction Office Engineer.

6-15-71

#7563

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 5-54	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	TATE Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Umatilla
PROJECT REPORT NO. 3	(PPM 21-7) 5-13-71	PROJECT NO. I-80N-6(48)217

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

E. Unit, Pendleton-Emigrant Hill Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-7-71	8.374
OTHER *(Specify)*		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT $ 7,389,917.00	FEDERAL FUNDS $ 6,817,936.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer May 13, 1971

Oregon State Highway Division

Federal Aid
Project No. I-80N-6(48)217

E. UNIT PENDLETON-EMIGRANT HILL SECTION

OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

Salem, Oregon, May 6, 1971

Project agreement estimate.

Type Code 6204
Grade and Pave (Sta. 520+00 thru Equa. 543+39.91 = 583+45.46 to Sta. 1002+00)

Mobilization	All Required		$ 200,000.00
Furnishing Field Laboratory Building	1 only	1,200.00	1,200.00
Temporary Protection and Direction of Traffic	All Required		25,000.00
Clearing and Grubbing	All Required		52,000.00
Removal of Structures and Obstructions	All Required		20,000.00
Ditch Excavation	13,400 cu.yd.	2.00	26,800.00
Embankment Foundation Excavation	111,700 cu.yd.	0.75	83,775.00
General Excavation	2,764,000 cu.yd.	0.90	2,487,600.00
Overhaul	380,000 C-yd.sta.	0.10	38,000.00
Trench Excavation	7,870 cu.yd.	7.00	55,090.00
Finishing Roadbed and Slopes	All Required		2,000.00
Furnishing and Placing Topsoil	2,300 cu.yd.	2.00	4,600.00
Watering	18,400 M-gal.	3.00	55,200.00
Grid Rolled Aggregate Subbase	122,400 ton	1.50	183,600.00
Plant Mix Aggregate Base	190,000 ton	2.50	475,000.00
Pea Gravel Surfacing	12,000 ton	7.00	84,000.00
Cement Treated Base Mixture	111,900 ton	2.90	324,510.00
Portland Cement in CTB Mixture	6,150 ton	34.00	209,100.00
Asphalt in Seal	320 ton	70.00	22,400.00
Class "B" Asphalt Concrete Mixture	162,000 ton	5.00	810,000.00
Asphalt Cement in Mixture	10,530 ton	43.50	458,055.00
Asphalt in Tack Coat	30 ton	70.00	2,100.00
3/4" - 0 Aggregate in Prime Coat	340 cu.yd.	3.00	1,020.00
MC-250 Asphalt in Prime Coat	60 ton	60.00	3,600.00
Reinforced Concrete Bridge End Panels	180 sq.yd.	25.00	4,500.00
Class "A" Concrete in Box Culverts and Headwalls	580 cu.yd.	95.00	55,100.00
Reinforcement in Box Culverts and Headwalls	110,000 lbs.	0.18	19,800.00
15-inch Paved Culvert End Slopes	8 only	100.00	800.00
18-inch Paved Culvert End Slopes	22 only	110.00	2,420.00
24-inch Paved Culvert End Slopes	20 only	125.00	2,500.00

30-inch Paved Culvert End Slopes	2 only	200.00	$ 400.00
36-inch Paved Culvert End Slopes	2 only	250.00	500.00
8-inch Culvert Pipe	340 lin.ft.	2.50	850.00
12-inch Culvert Pipe	35 lin.ft.	5.00	175.00
15-inch Culvert Pipe	1,520 lin.ft.	3.50	5,320.00
18-inch Culvert Pipe	2,200 lin.ft.	3.75	8,250.00
24-inch Culvert Pipe	4,200 lin.ft.	4.75	19,950.00
30-inch Culvert Pipe	620 lin.ft.	8.50	5,270.00
36-inch Culvert Pipe	680 lin.ft.	11.50	7,820.00
48-inch Culvert Pipe	770 lin.ft.	28.00	21,560.00
84-inch Culvert Pipe	330 lin.ft.	37.00	12,210.00
Extra for Pipe Under Pavement	190 lin.ft.	2.00	380.00
Concrete Inlets, Type G-1	6 only	305.00	1,830.00
Concrete Inlets, Type G-2M	15 only	350.00	5,250.00
Concrete Inlets, Type G-2MA	24 only	400.00	9,600.00
6-inch Drain Pipe	770 lin.ft.	2.00	1,540.00
12-inch Drain Pipe	3,780 lin.ft.	3.50	13,230.00
Special Filter Material in Drains	700 cu.yd.	7.50	5,250.00
Hold Down Anchors	8 only	330.00	2,640.00
Concrete Median Barrier	6,500 lin.ft.	9.50	61,750.00
Guard Rail, Type 2A	60,000 lin.ft.	4.10	246,000.00
Special Metal Median Barrier	65 lin.ft.	15.00	975.00
Guard Rail Anchors	75 only	210.00	15,750.00
Extra for Guard Rail Bridge Connections	8 only	200.00	1,600.00
Type 2 Fence	170,000 lin.ft.	0.65	110,500.00
Concrete Curbs	60 cu.yd.	80.00	4,800.00
26-foot Cattle Guards	4 only	3,000.00	12,000.00
Guide Posts, W-1	350 only	7.00	2,450.00
Guide Posts, Y-2	170 only	7.50	1,275.00
Guide Posts, Flexible	75 only	10.00	750.00
Roadside Seeding and Mulching	90 acre	300.00	27,000.00

Signing

Removal of Existing Sign Installations	All Required		400.00
Painted Wood Sign Posts	All Required		4,000.00
Sign Support Footings	All Required		6,000.00
Breakaway Sign Posts	All Required		12,000.00
Structure Mounts	All Required		1,200.00
Type "A" and "B" Signs in Place	1,400 sq.ft.	6.40	8,960.00
Type "C", "D" and "R" Signs in Place	1,588 sq.ft.	5.00	7,940.00
Type "E", "F", "G" and "M" Signs in Place	120 sq.ft.	5.00	600.00
Type "T" Signs in Place	24 sq.ft.	5.00	120.00
Type "U" Signs in Place	105 sq.ft.	6.00	630.00
Sign Covers	48 sq.ft.	1.00	48.00
Thermoplastic Pavement Arrows	4 only	100.00	400.00
			$6,358,943.00

Flagging (60% of contractor's cost)	All Required	$ 30,000.00
On-Job Trainees ($0.80 per hr.)	All Required	7,200.00
Temporary Erosion Control	All Required	10,000.00
		$ 47,200.00
	Subtotal	$6,406,143.00
	*10% Engr. & Cont.	639,414.00
	Total	$7,045,557.00

*Reduced in accordance with para. 5 PPM 30-6
(Project field offices)

Type Code Y021
E. & W. Bound Viewpoints

Class "A" Concrete in Walls	230 cu.yd.	100.00	$ 23,000.00
Reinforcement in Walls and Surfacing	8,000 lb.	0.25	2,000.00
Pipe Railing	600 lin.ft.	5.50	3,300.00
Granular Backfill Material	340 cu.yd.	10.00	3,400.00
6-inch Concrete Surfacing	590 sq.yd.	12.00	7,080.00
Viewpoint Shelters	2 only	4,000.00	8,000.00
	Subtotal		$ 46,780.00
	10% Engr. & Cont.		4,678.00
	Total		$ 51,458.00

Type Code X781
Emigrant Hill Interch. U'xing (Str. No. 9648)(Sta. E.Bd. 891+50)
(Length 169 ft.)

Shoring, Cribbing, etc.	All Required		$ 1,000.00
Structure Excavation	350 cu.yd.	10.00	3,500.00
Structure Excavation Below Elevation Shown	30 cu.yd.	20.00	600.00
Furnish HP 10 x 42 Steel Piling	180 lin.ft.	4.50	810.00
Furnish HP 12 x 53 Steel Piling	480 lin.ft.	5.50	2,640.00
Drive Steel Piles	20 only	200.00	4,000.00
Splice Steel Piles	5 only	25.00	125.00
Class "A" Concrete (269 cu.yd.)	All Required		30,000.00
Class "AA" Concrete (316 cu.yd.)	All Required		40,000.00
Single Seal Expansion Joint	70 lin.ft.	35.00	2,450.00
Prestressing Steel (23,500 lb.)	All Required		20,000.00

Reinforcement (114,600 lb.)	All Required		$ 22,000.00
Two Tube Metal Railing	355 lin.ft.	12.00	4,260.00
Preparation of Slopes	260 sq.yd.	7.00	1,820.00
Concrete Slope Paving	260 sq.yd.	12.00	3,120.00
Membrane Waterproofing	620 sq.yd.	3.00	1,860.00
8-inch Culvert Pipe	130 lin.ft.	4.50	585.00
			$ 138,770.00

Type Code X221
Emigrant Hill Interch. O'xing (Sta. #9649)(Sta. W.Bd. 892+47 to 893+98) (151 ft.)

Shoring, Cribbing, etc.	All Required		$ 1,000.00
Structure Excavation	500 cu.yd.	10.00	5,000.00
Structure Excavation Below Elevation Shown	40 cu.yd.	25.00	1,000.00
Furnish HP 10 x 42 Steel Piling	360 lin.ft.	4.50	1,620.00
Drive Steel Piles	12 only	200.00	2,400.00
Splice Steel Piles	3 only	25.00	75.00
Class "A" Concrete (562 c.y.)	All Required		70,000.00
Reinforcement (154,000 lbs.)	All Required		30,000.00
Two Tube Metal Railing	305 lin.ft.	12.00	3,660.00
Preparation of Slopes	470 sq.yd.	7.00	3,290.00
Concrete Slope Paving	390 sq.yd.	12.00	4,680.00
Berm Paving	80 sq.yd.	30.00	2,400.00
Membrane Waterproofing	720 sq.yd.	3.00	2,160.00
8-inch Culvert Pipe	55 lin.ft.	4.00	220.00
			$ 127,505.00
	Subtotal		$ 266,275.00
	10% Engr. & Cont.		26,627.00
	Total		$ 292,902.00

Items Retained in Program Status

Relocate Snow Fence	All Required	$ 5,000.00
Slide Correction	All Required	10,000.00
Permanent Pavement Striping	All Required	2,200.00
Install Temporary Traffic Signal	All Required	4,000.00
Special Wall Treatment	All Required	2,000.00
Slope Protection for Channel Change, Sta. WB 605	All Required	2,000.00
	Subtotal	$ 25,200.00
	10% Engr. & Cont.	2,520.00
	Total	$ 27,720.00

Length of Grade and Pave	8.346 miles
Length of Structures	0.028 mile
Total	8.374 miles
Cost of roadway per mile	$850,349.27 (Includes Viewpoint)

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Grade & Pave	$7,045,557.00	$6,500,230.00	$545,327.00
Viewpoints	51,458.00	47,475.00	3,983.00
Structures	292,902.00	270,231.00	22,671.00
Subtotals	$7,389,917.00	$6,817,936.00	$571,981.00
Retained in Program	27,720.00	25,574.00	2,146.00
Totals	$7,417,637.00	$6,843,510.00	$574,127.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 630-1016

Group 1 - 100%

Contract No. 7563

RECEIV
MAY 5 - 1971

FOR FI

I-80N-6(48)217
7563

May 5, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of May 3, 1971, is requested in the award of contract for the East Unit, Pendleton-Emigrant Hill Section, Project No. I-80N-6(48)217.

The contractor receiving the award is Hughes and Ladd & Hughes and Ladd, Inc., in the amount of $6,671,998.00 with Contract No. 7563 assigned. This bid was received on April 29, 1971, and awarded May 4, 1971.

All right-of-way or right of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by FPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway
Administration endorsement.

Date________________________
I concur in the award.

R. E. Simpson
Division Engineer

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

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APR 7 - 1971
FOR FILING

I-80N-6(48).17
7563

April 2, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Complete P.S. & E. documents have been submitted to your department for each of the following Federal-Aid Projects, and accordingly, we are requesting your authorization to advertise for bids to be received on April 29, 1971.

I-5-2(65)100	Canyonville Interchange Section
I-5-2(67)59	Jumpoff Joe Creek-Grants Pass Section
I-5-2(68)109	Myrtle Creek Interchange Section
I-80N-6(47)265	La Grande-Ladd Canyon Section
I-80N-6(48)217	E. Unit, Pendleton-Emigrant Hill Section
U-168(25)	Ross Island Bridge-Reedway Street Section
F-171(14)	Columbia Co. Line-Burlington Section
T-5005(2)	3rd Street at Wilson Ave. (Bend) Section
T-5007(1)	N.W. Walnut Blvd.-N.W. Taft Ave. (Corvallis) Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliancy with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on these projects.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12 and IM 80-1-68.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

TRANSACTION NUMBERS 4-4 and 4-5

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 3-31-71

BY (Signature): Mr. Young's March 23, 1971 letter

TITLE: Program & Planning Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 639 THRU 640

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
639	I-80N-6(48)217	8.38	8,600,000	7,934,000	East Unit-Pendleton Emigrant Hill Section	Grade, Drain High Type Pavement, 2 structures.
640	I-5-2(68)109	0.00	125,000	115,300	Myrtle Creek Interchange Section	Illumination and Signing.

3-31-71

Young
4-7-71

NTED
TOM EDWARDS

RECEIVED
APR 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

APR 8 - 1971

I-80N-6(48)217
7563

RECOMMENDED

DATE

SIGNATURE AND TITLE

DATE: 3-31-71

APPROVED

SIGNATURE AND TITLE: R. E. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

3-23-71

FORM PR-1
(REV. 4-61)

FEDERAL-AID P
(PPM

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

3-23-71

CARD 2

REPORT NUMBER (19) 1 (20)

PROJECT LOCATION (45 typewriter spaces) 21 I-80N 7.1 mi. E. of Pendleton SE 8.38 mi. 65

ADT

PRESENT 3,500

FUTURE 5,900 (66) (70)

YEA (71) 9

EMERG. YR.

PL. AU

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Gr., Dr., H.T. Pave. & 2 Str. 62

NATL. FOREST (63) (65)

FH ROUTE NO. (66) (68)

SUPV AGCY (69)

DA CLASSIF. (70)

DA AREA (71) (72) (73) (74)

COUNTY NAME Uma

CARD 4

CLASS OF FEDERAL FUNDS Interstate

ROUTE NO. I

FEDERAL- I-80

NAME OF URBAN AREA 17-31

ESTIMATED PROJECT

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
5	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
1					PE		I-80N 7.1 mi. E. of Pendleton SE 8.38 mi.			
5					ROW		(E. Unit, Pendleton-Emigrant Hill Section)			
5					CONST (CODE)			8.38	8,600,000	7,934,00
							PROJECT TOTALS	8.38	8,600,000 (16) (23)	(24) 7,934,00

CARD	CODE
1	1
1	14

PREPARED BY

PROGRAM APPROVAL DATES

I-80N

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

mi. (65)	ADT	PRESENT 3,500	FUTURE 5,900 (66) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 639 (14) (18)

I. Projects Only

AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 I- 23	NUMBER 7 80-6	SEQ. NO. (48) 18	POST MI. 217 (24)	DESIG. N (26)	

COUNTY NAME	Umatilla	CODE 059 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. I	FEDERAL-AID I-80N (32)	STATE 6 (36)	U.S. (37) I-80N (41)

ESTIMATED PROJECT COST BY PHASES

MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., Dr., 4-12' lanes H.T. pave with 10' R & 6' L shldrs., 8.4' min. median to free location, 1 O'xing, str. L.151', H.C. 42', 1 U'xing str. L. 169', HC 32'. Const. EB & WB view-points, 16' to 20' front. rd. & truck escape ramps.
8.38	8,600,000	7,934,000	666,000		ROW - 195' min.; access control - full; Parking restriction-complete.
8.38	8,600,000 (16) (23)	7,934,000 (24) (33)	666,000		

REMARKS
Additional data: Items 291 & 478; Projects I-80N-6(23)211 and I-80N-6(30)213 respectively.

-over-

USCOMM DUSCOMM-DC 46808-P61

Remarks - conitnued

Project Data: The project consists of grading and draining, 4-12' lanes of high-type pavement with 10' R. & 6' L. shoulders and an 8.4' minimum median to free location. Construction of two structures as tabulated below under "Structures". Construction of westbound and eastbound viewpoints complete with paved parking areas, curbs, walks and shelters. Construct 16' to 20' frontage roads and truck escape ramps.

Note: The existing two lane facility will be the east bound lanes with the addition of A.C. pavement structure reinforcement along with other modifications to bring it up to present Interstate standards.

Roadway: Type Code 6204; bituminous concrete pavement with portland cement treated base.

Structures:

M.P.	Description	Type Code	Est. Cost
0.00	Westerly End of Project		
6.31	Emigrant Hill Interchge.; Br. No. 9649; Hwy. over Hwy.; RCBG; Length 151' HC 42'	X221	$150,000
6.37 (Rt.)	Emigrant Hill Interchge.; Br. No. 9648; Hwy. under Hwy.; Prestressed conc. box girder; Length 169'; HC 32'	X781	$160,000
	Str. Total Est. Cost		$310,000

Utilities: ROW and adjustment programmed under I-80N-6(31)213.

Public Hearing, Location/Design Approval: Requirements of PPM 20-8 have been complied with per FHWA letter of April 7, 1969.

State Clearinghouse Approval: August 14, 1970.

District 12 Council of Governments Clearinghouse Approval: September 29, 1970.

Unusual Circumstances: It is the Highway Division's present intention to require 9 trainees as set forth in FHWA Order, Interim 7-2(2), on this project.

Form FHWA-121 (12-67)
UNITED STATES GOVER IENT

Memorandum

U.S. DEPA MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

I-5(N-6-18)217

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7563

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

DATE: January 29, 1971

In reply refer to: 08-35-EC

Klaboe

SUBJECT: Design Approval under PPM 20-8

Reference is made to Mr. Young's January 13 letter in which he discusses the above subject as it related to a list of 26 Federal-aid projects. With regard to the first point raised in that letter we concur that a design approval for the construction of a section of highway would include all the elements necessary to complete the improvement even though some may be accomplished later under separate contracts. This remains true, however, only if the elements involved are those normally associated with that type of improvement and the proposed improvement remains essentially the same as that originally approved.

We have examined our records for each of the 26 project sections listed in the above-mentioned letter and concur that either design approval has been given or the project had developed beyond design approval stage prior to the effective date of the current PPM 20-8, and no further action is required except as noted below.

In the North Tigard Interchange - South Tigard Interchange Section the area involving the North Tigard Interchange was excluded from design approval.

In addition major revisions under consideration at the Haines Road Interchange may require additional design approval.

2-2-71

REFERRED TO
Young
Asst. State Hwy. Engr.

NOTED
TOM EDWARDS

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIV
JAN 15 1971

FOR FI
Const
R/W
Old Ore Trail
Unit Pendleton Emergency I/C

January 13, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Design approval was granted by the Federal Highway Administration for the following projects on the dates as listed; we hereby request your concurrence that this approval included landscaping and other minor work (such as lighting, signing, screening and sound barriers), although this work may be done by separate contract immediately following completion of construction and as financing permits.

The proposed work is stage construction required to complete the sections of highway as scheduled for construction and this anticipated future work is necessary to improve the esthetics, maintain safety standards and protect the environment.

We further request your concurrence that the requirements of PPM 20-8 were fulfilled in obtaining design approval for the following sections and that the above-mentioned work was included; consequently, no further action is required.

We also request your concurrence that, inasmuch as this work is considered stage construction and no additional right of way is required, the subject projects are exempt from State and Regional Clearinghouse review under paragraph 2b of IM 50-1-70.

We trust the included information is sufficient for you to grant the requested concurrences for the proposed projects.

Richland Interchange-S. Baker Interchange Section, Old Oregon Trail Highway, Baker County — Design approval received on May 13, 1969.

West Fremont Interchange (Unit 2) Section, Stadium Freeway, Multnomah County — Design approval concurred in letter of November 18, 1970.

E. Unit, Pendleton-Emigrant Hill Section, Old Oregon Trail Highway, Umatilla County — Design approval received April 7, 1969.

Columbia County Line-Burlington Section, Columbia River Highway — Design approval received November 17, 1969.

N.E. 60th Ave.-Cascade Highway Section, N.E. Portland Highway, Multnomah County — Design approval received May 27, 1970.

Hayesville Interchange-Battle Creek Section, Pacific Highway, Marion County — Design approval received March 26, 1970.

Jumpoff Joe Creek-Grants Pass Section, Pacific Highway, Josephine County — Design approval received Feb. 13, 1970.

Battle Creek-Talbot Road Section, Pacific Highway, Marion County — Design approval received February 13, 1970.

S. Tigard Interchange-East Portland Freeway Interchange Sec., Pacific Highway, Washington and Clackamas Counties — Design approval received August 9, 1970.

Jantzen Beach Interchange-Columbia Slough Bridge Section, Pacific Highway, Multnomah County — Design approvals received July 1, 1970 and August 31, 1970.

Park St.-Tolman Creek Road (Ashland) Section, Green Springs Highway, Jackson County — Design approval received May 15, 1970.

North Tigard Interchange-South Tigard Interchange Section, Pacific Highway, Multnomah and Washington Counties — Design approval received August 19, 1970.

Woodburn Interchange-Hayesville Interchange Section, Pacific Highway, Marion County — Design approval received September 2, 1970.

Garden Valley Road-Fairgrounds Interchange Section, Pacific Highway, Douglas County — Design approval received July 2, 1970.

South Medford Interchange-South Ashland Interchange Section, Pacific Highway, Jackson County — Design approval received October 26, 1970.

La Grande-Ladd Canyon Section, Old Oregon Trail Highway, Union County — Design approval received May 13, 1969.

Ladd Canyon Section, Old Oregon Trail Highway, Union County, Design approval received May 13, 1969.

Ladd Canyon-North Powder Section, Old Oregon Trail Highway, Union County — Design approval received May 13, 1969.

Olds Ferry-North Fork Jacobsen Gulch Section, Old Oregon Trail Highway, Malheur County — Design approval received May 20, 1969.

North Fork Jacobsen Gulch-North Ontario Interchange Section, Old Oregon Trail Highway, Malheur County — Design approval received May 20, 1969.

Forest Grove Section, Tualatin Valley Highway, Washington County — Design approval received July 28, 1969.

Chemawa Road-Hayesville Section, Pacific Highway East, Marion County — Design approval received December 1, 1969.

Rickreall-Independence Jct. Section, Willamina-Salem Highway, Polk County — Design approval received January 8, 1970.

Winston-Shady Section, Coos Bay-Roseburg Highway, Douglas County — Design approval received May 1, 1970.

Bend E.C.L.-Ward Road Section, Central Oregon Highway, Deschutes County — Design approval received August 13, 1970.

East Fremont Interchange Section (Units "A", "B", "C"), Stadium Freeway Highway, Multnomah County — Design approval concurred in and received April 16, 1969.

Attached for your convenience in identifying the project sections is a copy of our current Tentative Schedule of Contract Lettings.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

DAR:ia

cc: F. B. Klaboe
Frank Hall
R. W. Ellison
R. N. Chase
B. L. Gifford

RECEIVED
NOV 5 1970
FOR FILING

I-80N-6(48)217
7563

November 2, 1970

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Oregon I-80N-6(31)213
Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Your Ref. 08-35-DA

Your October 9 memorandum regarding the permit covering the Pacific Northwest Bell Telephone Company's existing crossing at Station "EB" 631+90 which occupies a telephone company easement has been discussed with Mr. Glen Green, your Engineering Coordinator.

In accordance with an understanding reached with Mr. Green, the following Special Provision 13 has been added to the permit:

> "Future replacement of the poles located inside the access control line at the crossing, Station "EB" 631+90, shall be accomplished by temporarily opening the access control fence and restoring same after work has been completed."

If at any time it is desired to move the poles outside the access control fence, this can be accomplished under Special Provision 10 at State expense. Permit No. X14060 has been issued in accordance with the above.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson ms
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
T. W. Litchfield
R. F. Hamilton

JFH:jf ms

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

October 22, 1970
Salem, Oregon

SUBJECT: FHWA Letter October 9
Pacific Northwest Bell Telephone
Company Permit
Pendleton-Emigrant Hill Section
Old Oregon Trail, I-80N

To: Mr. A. E. Johnson
Asst. State Highway Engineer

DIVISION

NOTED
A. E. JOHNSON

The permit covering the crossing at Station 631+90 was prepared from data furnished by our Utility Liaison Unit. This is an existing crossing located on Pacific Bell Telephone Company's easement.

As Pacific Northwest Bell Telephone Company has prior easement rights any adjustment would be at our expense. According to the Utility Liaison Unit the FHWA representative with whom they were negotiating agreed that adjustment would not be necessary as the poles were located at the top of cut-banks well removed from the highway maintenance and operating area. Mr. Simpson's letter of September 18 seems to confirm this.

Apparently a difference of opinion developed between FHWA personnel at the time the permit was submitted to them for approval.

In any event the matter was discussed with Mr. Glen Green, FHWA Engineering Coordinator, and resolved by agreeing to add a Special Provision to the effect that future replacement of the poles would be accomplished by temporarily opening the access control fence and replacing same.

This has been done and the permit issued. Attached is a suggested letter to the FHWA which should conclude the matter.

John F. Hagemann
John F. Hagemann
Permits Office Engineer

EIVED
OCT 23 1970
FFICE OF
HIGHWAY ENGINEER

JFH:jf
Attachment

SP*52475-734

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
SALEM, OR 97308

TO : MR. R. L. PORTER, STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE: OCTOBER 9, 1970

In reply refer to: 08-35-DA

G. K. Hossner

FROM for : MR. R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

SUBJECT: OREGON I-80N-6(31)213
PENDLETON-EMIGRANT HILL SECTION
OLD OREGON TRAIL HIGHWAY

ATTACHED ARE THE APPROVED COPIES OF THE PROPOSED PERMITS FOR TWO AERIAL TELEPHONE LINE CROSSINGS OF I-80N WITHIN THE SUBJECT PROJECT.

MR. HAGEMANN'S OCTOBER 6, 1970 COVER LETTER REFERS TO OUR SEPTEMBER 18, 1970 LETTER AS AUTHORIZING POLES WITHIN THE ACCESS CONTROL LINE AT STATION 631+90. OUR INTENT WAS TO PERMIT THE POLES TO REMAIN IN THEIR PRESENT LOCATION WITH THE UNDERSTANDING THEY WOULD BE OUTSIDE THE ACCESS CONTROL LINE.

ENCLOSURE

RECEIVED
OCT 15 1970
OFFICE OF DIRECTOR OF PERMITS
OREGON STATE
HIGHWAY COMMISSION

[illegible]

RECEIVED
OCT 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-1240
(REV. 3-[illegible])

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-80N-6(31)213
STATE PROJECT NO.: PENDLETON - EMIGRANT HILL SECTION
PROGRAM NO.:
COUNTY NAME: UMATILLA
ITEM NO.: I-480
PROGRAM STAGE (Check): ☐ 1 ☒ 2

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

9-18-70

TO:
MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED:
DATE AUTHORIZATION EFFECTIVE: SEPTEMBER 18, 1970
FEDERAL ROUTE NUMBER: INTERSTATE ROUTE 80N
STATE ROUTE NUMBER: STATE ROUTE #6

LIMITS OF AUTHORITY
OUR PROGRAM MEMORANDUM DATED FEBRUARY 2, 1967 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR PACIFIC NORTHWEST BELL TELEPHONE COMPANY FACILITIES EFFECTIVE SEPTEMBER 18, 1970. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $12,279 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) UTILITY ADJUSTMENT
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1, 1969.

WE APPROVE THE AGREEMENT WITH THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY CONSISTING OF YOUR AUGUST 5, 1969 UTILITIES AND RAILROAD ATTORNEY'S LETTER, THE JULY 28, 1970 PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S SEPTEMBER 11, 1970 LETTER.

RECEIPT OF MR. H. M. FILLMORE'S AUGUST 14, 1970 AFFIDAVIT OF THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

SINCE THE UTILITY IS NOT ADEQUATELY STAFFED OR EQUIPPED TO PERFORM A PORTION OF THE WORK WITH ITS OWN FORCES, THE CONTRACT METHOD OF PERFORMING SUCH WORK IS SATISFACTORY PROVIDED THE APPROPRIATE CIVIL RIGHTS CLAUSES ARE INCLUDED. IT IS ALSO SATISFACTORY TO ALLOW THE TWO EXISTING POLES LOCATED ADJACENT TO STATION 631+90 TO REMAIN IN PLACE PROVIDED THEY DO NOT IN ANY WAY INTERFERE WITH THE HIGHWAY CONSTRUCTION.

DATE: 9-18-70
SIGNATURE OF APPROVING OFFICIAL: [illegible]
TITLE: DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
OCT 5 - 1970

FOR FILING

I-80N-6(48) 217
7563

REFERRED TO
Admin
BY SECRETARY

COMMENTS AND RECOMMENDATIONS
OF THE

DISTRICT 12 COUNCIL OF GOVERNMENTS
UMATILLA COUNTY COURTHOUSE
PENDLETON, OREGON 97801

DATE: September 29, 1970

Klaboe
Young
10-2-70

TO: Oregon State Highway D...sion

The following application has been reviewed by the District 12 Council of Governments:

APPLICANT AGENCY: Oregon State Highway Division

ADDRESS: Highway Building, Salem, Oregon 97310

GEOGRAPHIC LOCATION OF PROJECT: Umatilla County, from a point east of Pendleton to Emigrant Hill

COMMON PROGRAM NAME: Federal Aid Interstate

PROJECT DESCRIPTION: Engineering, right-of-way acquisition, grading, paving, structures, signing, and incidental work to construct 8.5 miles of freeway.

COMMENTS AND RECOMMENDATIONS: The Council of Governments approves of this project.

Kenneth V. Sweeney
Authorized Representative
Secretary

NOTED
TOM EDWARDS

FORM PR-1240
(REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

I-[illegible]N-6([illegible])212
7563

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-18-70

FEDERAL AID PROJECT NO.: I-80N-6(31)213

STATE PROJECT NO.: PENDLETON - EMIGRANT HILL SECTION

PROGRAM NO.:

COUNTY NAME: UMATILLA

ITEM NO.: I-480

PROGRAM STAGE (Check): ☐ 1 ☒ 2

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO:
MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

9-23-70
Young
copy to
Litchfield

RECEIVED
SEP 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: SEPTEMBER 18, 1970

FEDERAL ROUTE NUMBER: INTERSTATE ROUTE 80N

STATE ROUTE NUMBER: STATE ROUTE #6

LIMITS OF AUTHORITY

OUR PROGRAM MEMORANDUM DATED FEBRUARY 2, 1967 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR PACIFIC NORTHWEST BELL TELEPHONE COMPANY FACILITIES EFFECTIVE SEPTEMBER 18, 1970. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $12,279 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) UTILITY ADJUSTMENT
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1, 1969.

WE APPROVE THE AGREEMENT WITH THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY CONSISTING OF YOUR AUGUST 5, 1969 UTILITIES AND RAILROAD ATTORNEY'S LETTER, THE JULY 28, 1970 PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S SEPTEMBER 11, 1970 LETTER.

RECEIPT OF MR. H. M. FILLMORE'S AUGUST 14, 1970 AFFIDAVIT OF THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

SINCE THE UTILITY IS NOT ADEQUATELY STAFFED OR EQUIPPED TO PERFORM A PORTION OF THE WORK WITH ITS OWN FORCES, THE CONTRACT METHOD OF PERFORMING SUCH WORK IS SATISFACTORY PROVIDED THE APPROPRIATE CIVIL RIGHTS CLAUSES ARE INCLUDED. IT IS ALSO SATISFACTORY TO ALLOW THE TWO EXISTING POLES LOCATED ADJACENT TO STATION 631+90 TO REMAIN IN PLACE PROVIDED THEY DO NOT IN ANY WAY INTERFERE WITH THE HIGHWAY CONSTRUCTION.

DATE: 9-18-70

SIGNATURE OF APPROVING OFFICIAL: J. K. Green

TOM EDWARDS

TITLE: For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

FORM [illegible]
REV. [illegible]

SEP 8 - 1970
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION
8-31-70

DERAL AID PROJECT NO. 1-80N-6(31)213
STATE PROJECT NO. PENDLETON-EMIGRANT HILL
COUNTY NAME UMATILLA
PROGRAM STAGE (Check) ☐ 1 ☒ 2
PROGRAM NO.
ITEM NO. 1-480

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO:
I-80N-6(48)217
7563c

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young

DATE PS&E APPROVED
DATE AUTHORIZATION EFFECTIVE AUGUST 31, 1970
FEDERAL ROUTE NUMBER INTERSTATE ROUTE 1-80N
STATE ROUTE NUMBER STATE ROUTE #6

LIMITS OF AUTHORITY

OUR PROGRAM MEMORANDUM DATED FEBRUARY 2, 1967 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR UMATILLA ELECTRIC COOPERATIVE ASSOCIATION EFFECTIVE TODAY. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $3,625.43 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) UTILITY ADJUSTMENT
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1969.

WE APPROVE THE AGREEMENT WITH THE UMATILLA ELECTRIC COOPERATIVE ASSOCIATION CONSISTING OF YOUR AUGUST 5, 1969 RAILROAD & UTILITY ENGINEER'S LETTER, THE JULY 23, 1970 UMATILLA ELECTRIC COOPERATIVE ASSOCIATION'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S AUGUST 21, 1970 LETTER.

RECEIPT OF MR. H. M. FILLMORE'S JULY 31, 1970 AFFIDAVIT OF THE UMATILLA COOPERATIVE ASSOCIATION'S PROPERTY RIGHTS IS ACKNOWLEDGED.

NOTED
TOM EDWARDS

RECEIVED
SEP 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE 8-31-70
SIGNATURE OF APPROVING OFFICIAL
TITLE For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

copy to Young 9-1-70

RECEIVED
AUG 20 1970

Edwards

EXECUTIVE DEPARTMENT

5 CAPITOL . . . . SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

I-80N-6(18)217
7563.

August 14, 1970

Kerhoe

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

EAST UNIT, PENDLETON - EMIGRANT HILL (UMATILLA COUNTY)

Your Notice of Intent has been referred to the appropriate state agencies for review. All have expressed approval of the proposal. It is characterized as a project worthy of enthusiastic support.

We are pleased to add our approval.

A copy of this letter should accompany your application to the Federal agency. Comments of the appropriate local reviewing agency should be included.

EW

E. G. Westerdahl, II

8-19-70

REFERRED TO
Young
By Asst. State Hwy. Engr

NOTED
TOM EDWARDS

RECEIVED
AUG 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

EXECUTIVE DEPARTMENT

CAPITOL BUILDING, SALEM, OREGON 97310

Edwards

RECEIVED
AUG 4 - 1970

MEMORANDUM

TO: Agency Addressed
FROM: Program Planning Division
SUBJECT: Notices of Intent to Apply for Federal Aid

The following is a listing of Notices of Intent received by the Federal Aid Coordination Unit during the week ended July 24, , 1970.

Distribution of information relative to these projects has been made to the appropriate state agencies for review. If your agency was not included in the distribution and you desire, for a particular reason, to examine and comment on any of the proposals, please advise the Federal Aid Coordination Unit. Necessary information will be supplied as promptly as possible. The request may be made in writing or by telephone.

Date Received	Applicant	Project Description	Location	Admin. Dist.
7/13/70	Shinglehouse Slough Water District	Provide Water and Fire Protection (70.0343)	Near Coos Bay	7
7/16/70	Oregon Technical Institute	Science Curriculum Improvement (70.0347)	Klamath Falls	11
7/20/70	Highway Division	Treasure Valley Park Lighting (70.0345)	Ontario	14
7/21/70	Highway Division	Halsey Interchange-Lane Co. Line (70.0344)	Linn County	4
7/24/70	Regional Park and Recreation Agency	Grant Park Development (70.0348)	Salem	3
7/24/70	Highway Division	E. Unit, Pendleton-Emigrant Hill (70.0351)	Open Area	12

I-80N-6(148)217
7543
Filed
Copy Young 7-29-70

Date Received	Applicant	Project Description	Location	Admin. Dist.
7/24/70	Highway Division	Albany Waterfront Park #2 (70.0350)	Albany	4
7/24/70	Highway Division	Cartney Park, Linn County (70.0349)	Linn County	4
7/24/70	Clackamas Water District	Improve Water System (70.0352)	Clackamas	2

NOTICE OF INTENT - STATE AGENCIES

Project: E. Unit, Pendleton-Emigrant Hill
Old Oregon Trail Highway
Umatilla County

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

July 22 19 70

FROM: Applicant Agency State Highway Division — Address Salem

Contact Person L. H. Young — Phone 4563

1. Project requires Emergency Board approval of agency federal fund limitation: Yes .... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Twelve (12) City --

County Umatilla Special District(s) (if applicable) --

Other affected jurisdictions/agencies --

3. **Federal Program**

Common Program Name Federal Aid Interstate

Authorizing Legislation Title 23, U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Bureau of Public Roads Renewal Application ....

---

4. **Estimated Project Cost**

Federal Share $ 6,750,000
Loan......... Grant X
Local Applicant Share (--)
(if any) $ --
State Agency Share $ 750,000
Other (Specify) $ --

Total $ 7,500,000

Source of State Agency Share
General Fund $ --
Other Funds (specify) $ --

Indirect Cost Reimbursement
No X Yes .... $ .... (Approx)

Will Federal share change: No X
Yes, from .... % to .... %
When ....

5. **Period Covered by Projects**

Beginning date .... January 1971
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) .... Two years

Approximate ending date .... December 1973

Will renewal be requested? Yes .... No X ....

6. **Estimated Application Filing Date** .... October 1970

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

E. UNIT, PENDLETON - EMIGRANT HILL SECTION, Old Oregon Trail Highway

This project consists of preliminary engineering, right-of-way acquisition, grading, paving, structures, signing and incidental work necessary to construct a controlled access freeway on free alignment. This project is 8.5 miles in length and will provide a four lane facility up and over a mountainous terrain, east of Pendleton, known as Cabbage Hill. The roadway will be composed of 12-foot traffic lanes, 10-foot paved shoulders on the right and 6-foot shoulders left, with a variable median from 130-feet tc free alignment up the mountain then converging at the top of the hill to an 8.4 foot median to meet the existing minimum median. Westbound traffic will use a new route down the mountain lying northerly of the existing facility and eastbound traffic will use the existing facility up the mountain. The 1970 ADT is 3,450 and 1990 projected ADT is 5,800.

This project is related to the "Goals for a Livable Oregon" by the comtemplated contracting and completion of this portion of the federal-aid interstate system, being one of the units yet remaining to be finished, as our goal to complete the entire interstate system within Oregon.

See attached map for geographical location.

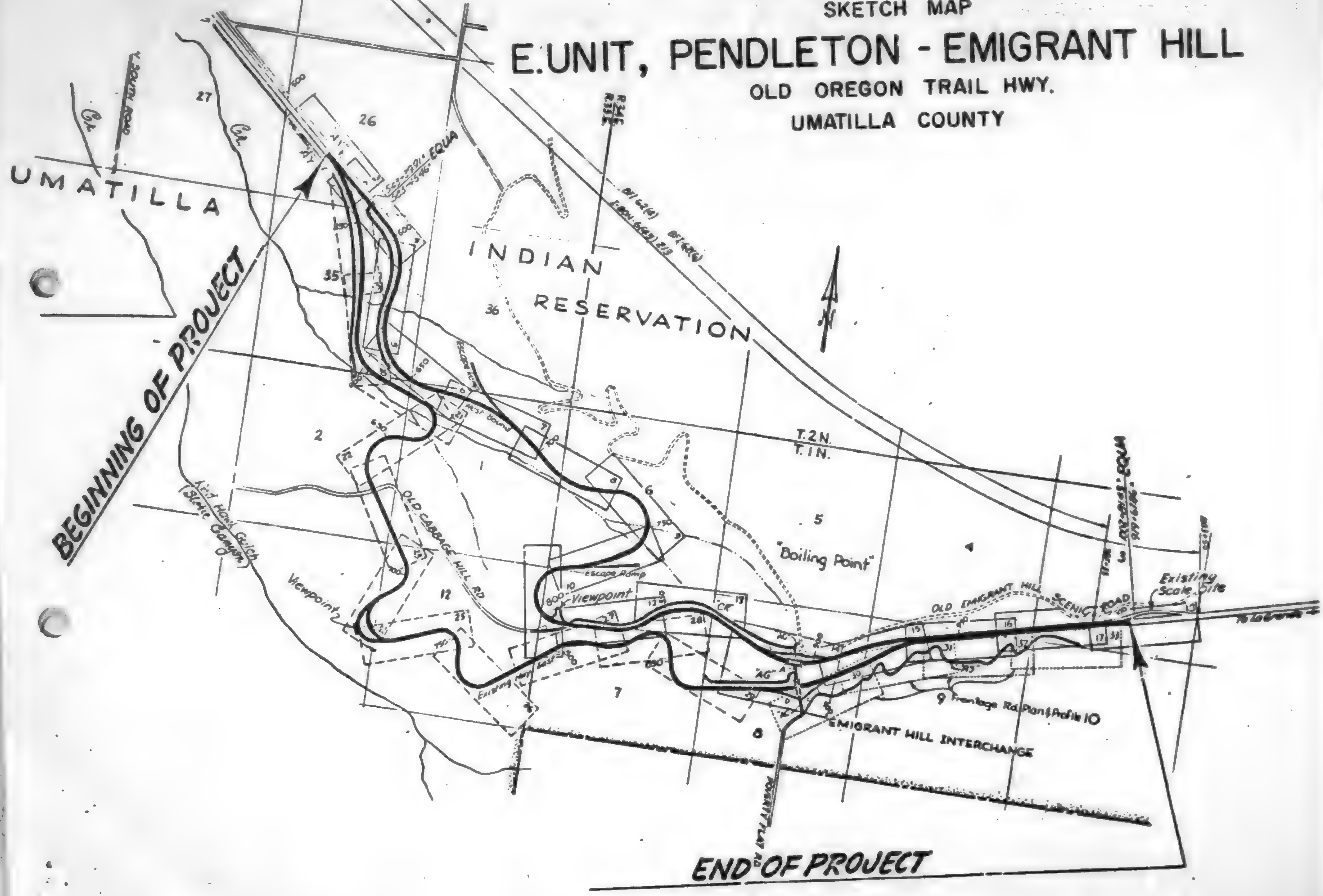
OREGON STATE HIGHWAY DIVISION

SKETCH MAP

E.UNIT, PENDLETON - EMIGRANT HILL

OLD OREGON TRAIL HWY.

UMATILLA COUNTY


UMATILLA
INDIAN RESERVATION
BEGINNING OF PROJECT
END OF PROJECT
SOUTH ROAD
Cr.
Cr.
27
26
35
36
2
1
12
6
5
4
3
7
8
EQUA
EQUA
R.34E.
R.33E.
T.2N.
T.1N.
N
Escape Ramp
Rest Bound
OLD CABBAGE HILL RD
Kid Hom Gulch (Scenic Canyon)
Viewpoint
Viewpoint
Escape Ramp
"Boiling Point"
"CF"
"AG"
Existing Hwy
OLD EMIGRANT HILL SCENIC ROAD
Existing Scale Site
To La Grande
Frontage Rd. Plan & Profile 10
9
EMIGRANT HILL INTERCHANGE
COUNTY ROAD

RECEIVED
MAY 18 1970

FOR FILING

I-80N-6(48)117
7563

May 11, 1970

Copy Cond. Proj. & [illegible]

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

In view of our mutual desire to utilize the latest technological "wrinkles" in application and utilization of highway engineering, our state is moving more and more to the use of photogrammetry for the determination of earthwork quantities both in preliminary engineering and construction engineering fields. Our use of this tool has posed problems, from the point of time accomplished, as to qualifying for participation on construction engineering costs.

A case for illustration is the E. Unit, Pendleton-Emigrant Hill Section of I-80N (Cabbage Hill). The job was located by conventional means some years ago. It appears that a substantial saving can be made to determine contract quantities, set slope stakes, determine pay yardage, etc., by using photogrammetrics at a substantial reduction in engineering costs. This job is scheduled for contracting in January 1971. Under present criteria, construction engineering costs are not eligible until date of P.S.& E. approval, which would be in December. Establishing ground control and flying the line at this time of year is impractical due to snow cover and other difficulties. The line should be flown this season. Actually, the data developed from the photogrammetric cross sections would prove of inestimable value as a check against the quantities prior to arriving at the engineer's estimate.

It is acknowledged that many of the benefits would accrue to the construction engineering phase, but it is also evident that the cost of the combined preliminary engineering-construction engineering would be substantially lower.

For reasons as enumerated above, we ask your concurrence that the use of aerial photography and related activities through determination of cross section stage be considered eligible for preliminary engineering charges in all cases where use of these techniques promises economy or facility.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
F. P. Jeter
F. D. Morgan
D. J. Barbee

LHY:ia

26-1194 Riverside Canyon Bridge, on 1971
Oswego Hwy., S. of Portland.
#7564 (Structure)

RECEIVED
JUN [illegible] 1972

FOR FILING
7564

June 30, 1972

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On June 21, 1972, we wrote to you concerning release of final payment on Contract No. 7564 awarded to Lord Bros. Contractors, Inc., for the Riverside Canyon Bridge on the Oswego Highway in Multnomah County.

Final payment on this contract is $1,492.60 and the total contract amount is $212,668.94 including $1,016.34 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fma
cc Lord Bros. Contractors, Inc.
437 N. Columbia Blvd.
Portland, Oregon 97217

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Herr
L. W. Rulien

5

[illegible]

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7564

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 21, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7564 **Work Completed** December 8, 1971

Project Riverside Canyon Bridge

Highway Oswego **County** Multnomah

Type of Work Structure

Contractor Lord Bros. Contractors, Inc.

Recommended acceptance date June 20, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on June 27, 1972 for your formal concurrence.

Surety letter
written 6-21-72
dr

VG:kds

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

NOTED
FLOYD QUERY

RECEIVED
JUN [illegible] 1972

7564

June 21, 1972

General Insurance Company of America
Portland Service Office
1300 S.W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

Contract No. 7564 awarded to Lord Bros. Contractors, Inc., for structure of the Riverside Canyon Bridge on the Oswego Highway in Multnomah County was completed on December 8, 1971 and accepted by the Highway Commission on June 20, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before June 26, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Lord Bros. Contractors, Inc.
437 N. Columbia Boulevard
Portland, Oregon 97217

bc C. T. Kessey
Walt Hart
V. E. Shoog
Attn: John Herr
L. W. Ralion

7564 T

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: RIVERSIDE CANYON BRIDGE WIDENING

WEEK ENDING: March 11, 1972

SECTION PREFIX: 26 - 1194

COUNTY: Multnomah

HIGHWAY: Oswego

KIND OF WORK: Structure

NAME OF JOB: RIVERSIDE CANYON BRIDGE WIDENING

CONTRACT NUMBER: 7564

FEDERAL AID PROJECT NUMBER: State

CONTRACTOR: Lord Bros. Contractors, Inc.

DATE WORK STARTED: June 1, 1971

ESTIMATED COMPLETION DATE:

DATE OF CONTRACT: May 4, 1971

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 180

CALENDAR DAYS USED: 180

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN:

SUPERVISION:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 92% *

PROJECT AUTHORIZATION: $ 276,210.19

EXCLUSIVE OF ENGINEERING: $ 254,308.06

ENGINEERING AUTHORIZATION: $ 21,902.13

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86% *

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 239,281.18

ENGINEERING COST TO DATE: $ 16,160.93

DATE PROJECT WAS COMPLETED: December 8, 1971

ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN: 6 %

PERCENT OF AUTHORIZATION: 74 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	0			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1185A						
PERCENT	100						

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
March ~~SUNDAY~~	5	Overcast			
MONDAY	6	Clearing			
TUESDAY	7	Partly Cloudy			
WEDNESDAY	8	" "			
THURSDAY	9	Showers			
FRIDAY	10	"			
SATURDAY	11				

K

Routing
Kelsey
Bond
Walker
Johnson
RECEIVED
MAR 15 1972
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Berg

RECEIVED
MAR 13 1972
BRIDGE DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

March SUNDAY 5	No Activity All Week.
MONDAY 6	
TUESDAY 7	
WEDNESDAY 8	
THURSDAY 9	
FRIDAY 10	
SATURDAY 11	

REMARKS

NEXT WEEK: No Activity Anticipated.

STATUS: * The project contract items are 100% complete except for minor clean up work. The paving is to be done by State Forces and will be completed as soon as weather permits.

THIS IS THE FINAL WEEKLY REPORTFOR THIS JOB.

SIGNED E Rodriguez LOCATION Oregon City

E. Rodrigues Res. Br. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

RECEIVED
DEC 21 1971
FOR FILING

26-1194
7564

Salem, Oregon
December 20, 1971

Contract 7564

Mr. F. D. Morgan
Construction Engineer

Mr. I. D. Merchant
Bridge Engineer

BUILDING

All work under Contract No. 7564, Riverside Canyon Bridge Section of the Oswego Highway in Multnomah County, was completed December 8, 1971.

We request that your office return a signed copy of this letter indicating acceptance of the contract work or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Program and Planning Engineer

Construction Division
Bridge Division

Office Endorsement

Date________________________

Conditions noted on above date:

Construction Engineer
Bridge Engineer

VG:bb

cc: Virgil Boyd
John Jenkins
H. S. Cox
E. F. Saling
Donald L. Trout

RECEIVED
MAY 25 1971

FOR FILING

26-1194
7564

May 25, 1971

Lord Bros. Contractors, Inc.
437 N. Columbia Boulevard
Portland, Oregon 97217

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7564 for the
Riverside Canyon Bridge on
the Oswego Highway in
Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc General Insurance Company of America
Portland Service Office
1900 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
J. X. Wilson

RECEIVED
MAY 20 1971
FOR FILING

files

26-1194
7564

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.

P. O. BOX 17197
437 N. COLUMBIA BLVD.
PORTLAND, OREGON 97217
285-4591

May 19, 1971

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Subject: Riverside Canyon Bridge

Gentlemen:

Enclosed are two executed copies of contract No. 7564 on the above subject project.

Very truly yours,

LORD BROS. CONTRACTORS, INC.

A. W. Cross
A. W. Cross

AWC/c

RECEIVED
MAY 20 1971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 1_ 1971
FOR FILING
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6311

TOM McCALL
GOVERNOR

26-1172-1
7564

May 14, 1971

Bureau of Water Works
City of Portland
1800 S. W. 6th Avenue
Portland, Oregon 97201

Re: Water Line Adjustment
Riverside Canyon Bridge Section
Oswego Highway
Multnomah County

ATTENTION: Mr. H. Kenneth Anderson

NOTED
A. E. JOHNSON

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of May 6, 1971, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of May 12, 1971.

Please contact Mr. J. X. Wilson, Resident Engineer, 1505 Main Street, Oregon City, Oregon 97045, telephone 656-3021, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to May 12, 1971 will be made subject to the provisions of PPM 30-4 upon receipt of your actual cost billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By Julius Cartwright
for T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
V. L. Gallagher (w/attach) (2)
V. E. Skoog
L. W. Rulien (w/attach) (2)
J. X. Wilson "
J. W. Sheldrake "
Jack Ciesla

RECEIVED
MAY 1 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 13 1971
FOR FILING

26-1174
7564

May 13, 1971

Lord Bros. Contractors, Inc.
437 N. Columbia Boulevard
Portland, Oregon 97217

Gentlemen:

Enclosed are three copies of Contract No. 7564 for $214,357 awarded to you by the State Highway Commission on May 4, 1971, for the Riverside Canyon Bridge on the Cowage Highway in Multnomah County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin May 25, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ml
Enclosures

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
J. I. Wilson

RECEIVED
1971

26-1194
7564

May 5, 1971

Lord Bros. Contractors, Inc.
P. O. Box 17197
Portland, Oregon 97217

Gentlemen:

The State Highway Commission on May 4 awarded to you State Highway Contract No. 7564 in the amount of $214,357 for the Riverside Canyon Bridge on the Oswego Highway in Multnomah County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frank Morgan
I. D. Merchant
Wm. Geibel (SAIF)
L. W. Rulien
J. E. Wilson

UTILITY UNIT 1971

OREGON STATE
HIGHWAY DIVISION

26-1194
7564

NOTED
A. E. JOHNSO

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

April 21, 1971

Pacific Northwest Bell Telephone Company
421 S. W. Oak Street
Portland, Oregon 97204

Re: Telephone Line Conflicts
Riverside Canyon Bridge Section
Oswego Highway
Multnomah County

ATTENTION: Right of Way Supervisor

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on April 30, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted. These conflicts are as follows:

Telephone pole,	34' west of Station 87+42	OSHD R/W
Telephone pole, #10731,	24' west of Station 85+84	OSHD R/W

The above conflicts are located on public road right of way, therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. Jack Hesla, 5821 N.E. Glisan, Portland, Oregon 97213, telephone 279-6943. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE

DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. J. X. Wilson, 1505 Main Street, Oregon City, Oregon 97045, telephone 656-3021, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. J. X. Wilson. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Jack Hesla.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures

cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
J. X. Wilson
Jack Hesla

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

UTILITY UNIT

7564

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

A. E. JOHNSON

April 21, 1971

Commissioner Lloyd E. Anderson
Department of Public Works
City Hall
Portland, Oregon 97204

Re: Water Main Conflicts
Riverside Canyon Bridge Section
Oswego Highway
Multnomah County

Dear Sir:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on April 30, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted. These conflicts are as follows:

12" water main, 17' west of Station 85+70 OSHD R/W
to
19' west of Station 87+86 OSHD R/W

The above conflicting water main is located on public road right of way, not under Oregon State Highway Division permit, therefore, in compliance with Chapter 272, Oregon Laws 1967, the cost of its adjustment is reimbursable. Reimbursement is made pursuant to State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for all the work to be done and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. Jack Hesla, 5821 N. E. Glisan, Portland, Oregon 97213, telephone 279-6943, at the earliest possible date in order to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. J. X. Wilson, 1505 Main Street, Oregon City, Oregon 97045, telephone 656-3021, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. J. X. Wilson. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Hesla.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: Bureau of Water Works
1800 S.W. Sixth Avenue
Portland, Oregon 97201
Attention: Mr. H. Kenneth Anderson

A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
J. X. Wilson
Jack Hesla

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

UTILITY UNIT
MAY 5 - 1971

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

26-1171

7514

April 21, 1971

Portland General Electric Company
621 S. W. Alder
Portland, Oregon 97205

Re: Power Line Conflicts
Riverside Canyon Bridge Section
Oswego Highway
Multnomah County

ATTENTION: Mr. Roger W. Sharp

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on April 30, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted. These conflicts are as follows:

Power pole, 25' east of Station 82+20	OSHD R/W
Power pole, 25' east of Station 83+89	OSHD R/W
Power pole, 27' east of Station 85+25	OSHD R/W
Power pole, 31' east of Station 88+30	OSHD R/W

The above conflicts are located on public road right of way, therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. Jack Hesla, 5821 N.E. Glisan, Portland, Oregon 97213, telephone 279-6943. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE

DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. J. X. Wilson, 1505 Main Street, Oregon City, Oregon 97045, telephone 656-3021, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. J. X. Wilson. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Hesla.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures

cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
J. X. Wilson
Jack Hesla

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

UTILITY UNIT
RECEIVED
MAY 5 - 1971

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

NOTED
A. E. JOHNSON

26-1174

7514

April 21, 1971

Northwest Natural Gas Company
123 N. W. Flanders Street
Portland, Oregon 97209

ATTENTION: Mr. J. J. Collins

Re: Gas Main Conflict
Riverside Canyon Bridge Section
Oswego Highway
Multnomah County

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on April 30, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted. These conflicts are as follows:

2" gas main valve box,	28' west of Station 85+70	OSHD R/W
2" gas main	3' west of Station 87+50 to 25' east of Station 88+10	OSHD R/W

The above conflicts are located on public road right of way, therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. Jack Hesla, 5821 N.E. Glisan, Portland, Oregon 97213, telephone 279-6943. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE

DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. J. X. Wilson, 1505 Main Street, Oregon City, Oregon 97045, telephone 656-3021, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. J. X. Wilson. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Hesla.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures

cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
J. X. Wilson
Jack Hesla

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 7 - 1970
FOR FILING

26-1194
7564

October 7, 1970

Oregon State Highway Commission

Gentlemen:

At Mile Post 4.0 on the Oswego Highway in Multnomah County is the Riverside Canyon Bridge which is very much in need of widening. This bridge has a horizontal clearance of 27 feet and was constructed in 1926.

The proposed work will involve some rehabilitation of the existing structure and widening (12 feet left and 15 feet right) to a total roadway width of 50 feet, 3 inches. A retaining wall will be constructed along the northeast shoulder. The total estimated cost for construction is $350,000, and no additional right-of-way will be required for this project.

I recommend this project for an early spring letting and request authority to list the project on the current State Construction Program.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
Frank L. Hall
Ivan Merchant
V. E. Skoog
L. W. Rulien

BLG:aw sr

RECEIVED
OCT 6 - 1970
FOR FILING

26-1194
7564

Salem, Oregon
October 3, 1970

Riverside Canyon Bridge
Oswego Highway
Multnomah County

Mr. I. D. Merchant
Bridge Engineer

BUILDING

Mr. Klaboe has instructed that the Riverside Canyon Bridge on the Oswego Highway in Multnomah County be added to the current State Construction Program. It should be planned for letting in about April of 1971. Will you please take immediate steps to have the bridge designed.

Transmitted herewith are the preliminary plan and vicinity map for the subject project.

L. H. Young
Program and Planning Engineer

Encls.

LHY:ia

cc: Tom Edwards
F. B. Klaboe

330-1730 Milton-Freewater (Elizabeth 1971
St., N.) Sec.
#7565 (Grading & paving)

C&A 4172 3-26-71

15.4%

4.2%

Of

Date October 13, 1971

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1971

Contract # 7565 Prefix 330-1730 Survey Prefix 330-1494

Street Elizabeth Street

City Milton-Freewater

Payments to Contractor (see attached voucher)	$ 47,781.82
15.4% Engineering and Contingencies	7,348.30
4.2% *Survey: Total $ 2,298.53 Prorated Share	1,256.21
TOTAL	56,386.33
Agreed State Share	25,000.00
Agreed City Share	31,386.33
City Advance Deposit	36,000.00
REFUND DUE CITY	$ 4,613.67

Reference: Outside Billing cc-1275

* Construction costs over $25,000 = 30,130.12 X 2,298.53 = 1,256.21
Construction costs = 55,130.12

Portion of preliminary engineering charged to project = $1,256.21

OSH:mm

RU

(71)

RECEIVED
AUG 30 1971
FOR FILING

330-1730
7565

August 30, 1971

Fireman's Fund Insurance Company
Fidelity & Surety Department
921 S. W. Washington Street
Portland, Oregon 97205

Gentlemen:

On August 24, 1971, we wrote to you concerning release of final payment on Contract No. 7565 awarded to Baldwin & Sutherland, Inc., for work on Elizabeth Street, North in the City of Milton-Freewater in Umatilla County.

Final payment on this contract is $2,336.73 and the total contract amount is $47,781.82. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Baldwin & Sutherland, Inc.
331 Woodland
Walla Walla, Washington 99362

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
V. E. Skoog
Attn: John Herr

GON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

A-20 (REV. 6-63)

COUNTY UMATILLA	CONTRACT NO. 7565	ESTIMATE NO. 3 Final	
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.		
SECTION MILTON-FREEWATER /ELIZABETH ST N/			

O.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
1	9N GENERAL EXCAVATION	LUMP SUM	9500.0000	100.000
2	9N 1 IN-0 AGGR BASE 11 IN THICK	SQ YDS	2.0000	6,256.990
3	9N CLASS C ASPHALT CONC MIX.3 INCHES THICK	SQ YDS	1.9500	6,000.210
4	9N 8-INCH SEWER PIPE PA 1	LIN FT	10.0000	11.000
5	9N 12-INCH SEWER PIPE	LIN FT	10.0000	54.000
6	9N CONCRETE INLETS, G-1 PA 1	ONLY	500.0000	3.000
7	9N CONCRETE WALKS	SQ YDS	5.8500	573.090
8	9N CONCRETE DRIVEWAYS	SQ YDS	7.2000	33.160
9	9N CONCRETE CURBS TYPE A	LIN FT	3.0000	2,708.700
0	9N ADJUST MANHOLES	ONLY	50.0000	4.000

8-4-71

TE 8 24 71 PG. 01 756	TOTAL CONTRACT ITEMS
VIOUS VOUCHER NO. 7042	% RETAINED ON CONTRACT ITEMS
CKED BY AW/jB	FORCE ACCOUNT
GINEER OR AUDITOR M. M. [illegible]	TOTAL PAYMENTS

CONTRACT NO. 7565	ESTIMATE NO. / 3 Final	PREFIX NO.'S 330 1730 204(41) 2,536.73 Dr.
FEDERAL AID PROJECT NO.		

LIZABETH ST N/

TS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
SUM	9500.0000	100.000	9500.00	9500.00	
DS	2.0000	6,256.990	12513.98	12513.98	
DS	1.9500	6,000.210	11700.41	11700.41	
	10.0000	11.000	110.00	110.00	
ET	10.0000	54.000	540.00	540.00	
	500.0000	3.000	1500.00	1500.00	
DS	5.8500	573.090	3352.58	3352.58	
DS	7.2000	33.160	238.75	238.75	
FT	3.0000	2,708.700	8126.10	8126.10	
	50.0000	4.000	200.00	200.00	
TOTAL CONTRACT ITEMS			47781.82	47781.82	
% RETAINED ON CONTRACT ITEMS				2,536.73	2,536.73
FORCE ACCOUNT					
[illegible]MENTS			47781.82	45,245.09	2,536.73

OREGON STATE HIGHWAY DEPARTMENT 08/25/71

PROGRESS ESTIMATE

AWARDED 05 12

SECTION MILTON-FREEWATER /E[illegible]ZABETH ST N/

COUNTY [illegible]ATILLA

SPECIFIED COMPLETION A) 60 CWD
B)
C)

EXTENSION

HIGHWAY CITY STREET

CONTRACTOR BALDWIN & SUTHERLAND
WALLA WALLA WASHINGTON 99362

TYPE WORK GRADING AND PAVING

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
				QUANTITY	AMOUNT	QUANTITY	AMOUNT
001	GENERAL EXCAVATION	LUMP SUM	95000000	100000	950000	100000	950000
002	1 IN-0 AGGR BASE 11 IN THICK	SQ YDS	20000	6700000	1340000	6256990	1251398
003	CLASS C ASPHALT CONC MIX. 3 INCHES THICK	SQ YDS	19500	6100000	1189500	6000210	1170041
004	8-INCH SEWER PIPE PA 1	LIN FT	100000	18000	18000	11000	11000
005	12-INCH SEWER PIPE	LIN FT	100000	64000	64000	54000	54000
006	CONCRETE INLETS, G-1 PA 1	ONLY	5000000	4000	200000	3000	150000
007	CONCRETE WALKS	SQ YDS	58500	630000	368550	573090	335258
008	CONCRETE DRIVEWAYS	SQ YDS	72000	45000	32400	33160	23875
009	CONCRETE CURBS TYPE A	LIN FT	30000	2970000	891000	2708700	81261
010	ADJUST MANHOLES	ONLY	500000	4000	20000	4000	2000
	TOTALS FOR ORIG. CONTRACT				5073450		477818
	PRICE AGREEMENTS						
30101	DOC DELETE G-1 INLET BI 4 & 6						

71 **PROGRESS ESTIMATE AND COST REPORT** PAGE NO. 01 FORM E-498 (REV 5

LA AWARDED 05 12 71 F.A.P. CONTRACT NO. 7565 WORK DONE TO:

A) 60 CWD

ION B) EXTENSION APPROVED PREFIX 330 1730

C) A) 57 CWD ESTIMATED DATE

ALDWIN & SUTHERLAND USED B) ESTIMATE NO. 003 OF COMPLETION:

ALLA WALLA WASHINGTON 99362 C) FINAL

ZATION	CORRECTED ESTIMATE		PERFORMED TO DATE 07/19/71		TO COMPLETE 07/19/71		GROUP P or N	NEW TOTAL TO DAT	
OUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOU
950000	100000	950000	100000	950000			9N		
340000	6256990	1251398	6256990	1251398			9N		
189500	6000210	1170041	6000210	1170041			9N		
18000	11000	11000	11000	11000			9N		
64000	54000	54000	54000	54000			9N		
200000	3000	150000	3000	150000			9N		
368550	573090	335258	573090	335258			9N		
32400	33160	23875	33160	23875			9N		
891000	2708700	812610	2708700	812610			9N		
20000	4000	20000	4000	20000			9N		
5073450		4778182		4778182					
							9N		

OREGON STATE HIGHWAY DEPARTMENT 08/25/71 PROGRESS ESTIMATE

SECTION MILTON-FREEWATER /E[illegible]ZABETH ST N/

HIGHWAY CITY STREET

TYPE WORK GRADING AND PAVING

COUNTY [illegible]ATILLA

SPECIFIED COMPLETION A) 60 CWD
B)
C)

CONTRACTOR BALDWIN & SUTHERLAND
WALLA WALLA WASHINGTON 99362

AWARDED 05 1

EXTENSION

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	FORCE ACCOUNTS						
801	FLAGGING 94001						
802	SS-1 ASPH IN WATERING 94002						
	* TOTAL PAY COSTS				5073450		4778182
	ADD. ANTICIP. ITEMS						
94001	FLAGGING EW 1				50000		
94002	SS-1 ASPHALT IN WATERING EWO 2				40000		
98999	CONTINGENCIES				232355		
99999	ENGINEERING				516345		68181
	GRAND TOTALS				5912150		54600

RESIDENT ENGINEER

DATE

TIMATE AND COST REPORT

PAGE NO. 02

FORM E-498 (REV. 5-69)

05 12 71 F.A.P.

CONTRACT NO. 7565

WORK DONE TO:

ON

APPROVED

PREFIX 330 1730

USED A) 57 CWD

B)

C)

9362

ESTIMATE NO. 003

FINAL

ESTIMATED DATE OF COMPLETION:

ATE	PERFORMED TO DATE 07/19/71		TO COMPLETE 07/19/71		GROUP P OR N	NEW TOTAL TO DATE	
UNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
					9N		
					9N		
182		4778182					
					9N		
					9N		
81818		501733		180085			
60000		5279915		180085			

DIVISION ENGINEER

RECEIVED
AUG 25 1971
FOR FILING

330-1730
7565

August 24, 1971

Fireman's Fund Insurance Co.
921 S. W. Washington St.
Portland, Oregon 97205

Gentlemen:

Contract No. 7565 awarded to Baldwin and Sutherland, Inc., for grading and paving on Elizabeth Street North in Milton-Freewater in Umatilla County was completed July 19, 1971, and accepted by the Highway Commission on August 23, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before August 30, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Baldwin and Sutherland, Inc.
331 Woodland
Walla Walla, Washington 99362

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
H. S. Coulter

RECEIVED
AUG 24 1971
FOR FILING

330-1720
7565

August 23, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed July 19, 1971 on Contract No. 7565. The contract was with Baldwin and Sutherland, Inc. and was for grading and paving on the Milton-Freewater (Elizabeth Street N.) Section in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 23, 1971 and that you concur in this procedure at the Commission meeting on September 7, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L.H. Young
H. S. Coulter

VG:fw

330-1730
7565

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Milton-Freewater (Elizabeth St.)
WEEK ENDING: August 6, 1971
SECTION PREFIX: 330-1730
HIGHWAY: City Street
COUNTY: Umatilla
NAME OF JOB: Milton-Freewater
KIND OF WORK: Grading & Paving
CONTRACTOR: Baldwin & Sutherland, Inc.
CONTRACT NUMBER: 7565
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 12, 1971
DATE WORK STARTED: May 26, 1971
ESTIMATED COMPLETION DATE: July 19, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: Work 60
WORK DAYS USED / CALENDAR DAYS USED: Work 57
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 95
PROJECT AUTHORIZATION: $ 59,121.50
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 53,958.05
ENGINEERING AUTHORIZATION: $ 5,163.45
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 47,781.82
ENGINEERING COST TO DATE: $ 6,865.18
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92
ESTIMATED PERCENT XXXXXXX UNDERRUN: 11 %
PERCENT OF AUTHORIZATION: 133 %
DATE PROJECT WAS COMPLETED: July 19, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Concrete work
	100	100		100		100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.26	0.26			0.26
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.26	0.26			0.26
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	6700 sq.yds.			6100 sq.yds.
TOTAL QUANTITIES CORRECTED TO DATE	100%	6257 sq.yds.			6000 sq.yds.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	6257 sq.yds.			6000 sq.yds.
AVERAGE DAILY QUANTITIES This week	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair-hot	0		
MONDAY	Fair-hot	0		
TUESDAY	Fair-hot	0		
WEDNESDAY	Fair-hot	0		
THURSDAY	Fair-hot	0		
FRIDAY	Fair-hot	0		
SATURDAY	Fair-hot	0		

Routing
Johnson
Litchfield
Gallagher
Stein
RECORD

RECEIVED
AUG 9 1971
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	No activity

REMARKS

Contractor's forms were received and the semi-final estimate was submitted to the Regional Office on Wednesday of this week. This will be the final report for this project unless further data is requested.

Engineering crew working for Engr. Ferguson, setting points for Power Company poles on Emigrant-Frazer project, & staking out Quarry Site for the Meacham Rock Production project. It is expected that the Contractor for the Meacham Rock Job will move in next week.

SIGNED LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAY 21 1971
FOR FILING

330-1730
7565

May 21, 1971

Baldwin & Sutherland, Inc.
331 Woodland
Walla Walla, Washington 99362

Gentlemen:

We are returning both copies of Contract No. 7565 for work on Elizabeth Street North in the City of Milton-Freewater in Umatilla County.

It is necessary that both the President and the Secretary of a corporation sign the contract unless someone else has this authority. Please have the Secretary sign the contract and bond pages of both copies.

If someone else is authorized to sign the contract in behalf of the corporation, a certified copy of the by-laws or minutes of the corporation showing this authority to sign must be furnished the Highway Commission.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
M. M. Stump

Mr. Henry Schneider
City Manager
City Hall
Milton-Freewater 97862

May 12, 1971

Dear Mr. Schneider:

This is to acknowledge receipt of the City's checks in the amount of $36,000 as payment on the Special City Allotment project on Elizabeth Street in Milton-Freewater.

This project is now ready for award of contract.

Your cooperation in this matter is appreciated, and if there are any questions, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm

bc: L. H. Young
P. D. Morgan
V. E. Skoog, Att'n John Herr

Checks No. 4 ($2[illegible],000) and No. 5555 ($11,000)
delivered to ____________ 5/12/71

NOTED
H. S. COX

RICHARD BLADORN

NOTED
DON HARWELL

RECEIVED
MAY 12 1971
FOR FILING

330-1730
7565

May 12, 1971

Baldwin & Sutherland, Inc.
331 Woodland
Walla Walla, Washington 99362

Gentlemen:

The State Highway Commission on May 4, 1971, accepted your proposal for work on Elizabeth Street North in Milton-Freewater in Umatilla County for the sum of $50,734.50 and referred it to the State Highway Engineer with authority to award the contract as soon as the City of Milton-Freewater approved the project and deposited $36,000.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7565.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 24, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
H. S. Coulter
William Geibel (SAIF)
I. D. Merchant
M. M. Stump

RECEIV
MAY 5 1971
FOR FI

330-1730
7565

May 5, 1971

Baldwin and Sutherland
331 Woodland
Walla Walla, Washington 99362

Gentlemen:

The State Highway Commission on May 4, 1971, accepted your bid in the amount of $50,734.50 for work on Elizabeth Street, North in Milton-Freewater which was the low bid received for that job on April 30.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as the City of Milton-Freewater approves the project and deposits $36,000. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc F. B. Morgan
Ivan Merchant
H. S. Coulter
M. M. Stump

☑ MGR. ☑ COOR. ☐ OE ☐ AE ☒ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

April 30, 1971

Mr. Henry Schneider
City Manager
City Hall
Milton-Freewater, Oregon 97862

Dear Mr. Schneider:

On April 30, 1971, the State Highway Commission opened bids on the 1971 Special City Allotment project on Elizabeth Street. The apparent low bid was submitted by Baldwin and Sutherland, Inc., of Walla Walla.

The anticipated cost based on the low bid is as follows:

Contractor's Bid	$50,734.50
Anticipated Additional Items:	
Flagging (State Share)	500.00
SS-1 Asph. in Watering	400.00
	51,634.50
Eng'ring & Contingencies 14½%	7,487.00
	59,121.50
City Share of Prelim. Eng'ring, (Approximate)	1,875.00
TOTAL ANTICIPATED COST	$60,996.50
	Or Say $61,000.00

As the contract cannot be awarded until the City has deposited its estimated share of the cost, please forward, at your earliest convenience, a check to this office in the amount of $36,000, made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm

GENERAL INSURANCE COMPANY OF AMERICA
4347 Brooklyn Avenue Northeast
Seattle, Washington 981
SAFECO INSURANCE GROUP

BID RESULTS

PROJECT NO. 15 Milton-Freewater (Elizabeth St., N.)
Section in City of Milton-Freewater
UMATILLA COUNTY

OWNER: Oregon State Highway Commission

DATE: 4/30/71 PAGE: 1 of 1

1. Balvin & Sutherland Walla Walla 59,734^{50}
2. Jones - Scott Co Walla Walla 52,066^{00}
3.
4.
5.
6.
7.
8.
9.
10.
11.
12.
13.
14.

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. General Exc. Orig. est with Ed[illegible] -5' (3.57/yd Calc)	1	9 500	9000	
6,700	S.Y. 1" - 0 Aggregate Base, 11" Thick 14,540	2	13,400^{00} 2^{00}	16,750 2^{50}	
6,100	S.Y. 3" Thick Cl. "C" Asphalt Conc. Mixture $12,000	3	11,895^{00} 1^{95}	13,115 2^{15}	
18	L.F. 8" Sewer Pipe	4	180^{00} 10^{00}	180 10^{00}	
64	L.F. 12" Sewer Pipe (120' - 15" @ 6^{00} Tr. exc. extra = 720)	5	640^{00} 10^{00}	768 12^{00}	
4	Only Conc. Inlets, G-1 300^{00}	6	2000.00 500^{00}	800 200^{00}	
630	S.Y. Conc. Walks 5 5	7	3,685.50 5^{85}	5040 8	
45	S.Y. Conc. Driveways 6.50 for Drwys	8	324.00 7^{20}	450 10	
2,970	L.F. Conc. Curbs, Type A 2^{50}	9	8 910.00 3^{00}	5643 1^{90}	
4	Only Adjust Manholes 60^{00}	10	200^{00} 50^{00}	320 80	
			50,734^{50}	52,066^{00}	
	Anticipated Additional items:				
	Flagging (state share) 500^{00}				
	SS-1 Asph. in Watering 400^{00}				
			51,634.50		
	Const. Engineering & Contingencies 14½%		7,487.00		
			59,121.50		
Prelim. Engrng Comps.			1875		
			60,996.50		

$3250 \pm \times \frac{34,121^{50}}{59,121^{50}} = 1875$

Say $61,000

S-403 R10 5/70

® SAFECO Insurance Company of America registered trademark owner.

PRINTED IN U.S.A.

S.C.A. Investigation Data

City of *Milton-Freewater* Date *7/15/70* Div. *E*
Population: 19[illegible] *4257* 19*70* *4500*
Street *Elizabeth Street from Broadway to N.E. Fifth Ave*

No. previous projects ____
Last project ______ (year)
Total SCA funds $________
Funds/capita $________
Average/capita $________

EXISTING

Surface now in place: A.C. ____ Oil____ Gravel____ Concrete__________
Surface width: _________ feet, Shoulder-shoulder width: _________ feet
C-C width: ___________ feet, R/W width: ______________ feet
Remarks: ____________________

PROPOSED

Surfacing: A.C. ______ Oil ______ Other __________
Pave. width: _____ feet, Shoulder width _____ feet, C-C width: *44* feet
BASE DESIGN: A.C. *3"* inches, Leveling *2"* inches, Base *10* inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: *0265* mile, *1400* feet. Type curb: *Type "A"*
Remarks: ____________________

Quotation by Baldwin & Sunderland, Inc.

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 750
Clearing & grubbing	all	all	L.S.	500
General excavation	c.y.	4570	1^{50}	6855
Concrete sidewalks	sq. yd.	—	5^{50}	-0-
Trench excavation	c.y.	43	7^{00}	301
Watering	M-gal.	93	6^{00}	558
Level material (3/4-0)	c.y.	520	4^{75}	2470
Base material	c.y.	2840	4^{25}	12,070
Asphalt	ton	1200	10^{00}	12,000
Binder 6300 Sq Yd @ 0.40	all	all	L.S.	2520
Concrete inlets	each	4	300	1200
Culvert pipe 15"	lin. ft.	120	6^{00}	720
Concrete curbs 2700' @ 2^{50}	~~c.y.~~ Lin Ft	2700	2^{50}	6750
Adjust Manholes	each	3	60^{00}	180
Extension Driveway	each	13	50^{00}	650

266 × 15^{0} = 3990

*Items include 10% allowance

Total	$ 47,524
Perm. signing ($100/intersection)	200
Flagging	500
Total	$ 48,229
Engineering & contingencies ~~(20%)~~ 14½ %	6 994
Total	$ 55222
City's estimated share of survey	1370
TOTAL ESTIMATED COST	$ 56,592

@ 504 57,000

MILTON-FREEWATER (ELIZABETH ST., N.) SECTION

CITY STREET

UMATILLA COUNTY

State Project
Grading and Paving

Bids received April 30, 1971

1.	General Excavation	All Specified		$ 6,320.00
2.	1" - 0 Aggregate Base, 11 inches thick	6,700 sq.yds.	1.75	11,725.00
3.	Class "C" Asphalt Concrete Mixture, 3 inches thick	6,100 sq.yds.	1.70	10,370.00
4.	8-inch Sewer Pipe	18 lin.ft.	3.75	67.50
5.	12-inch Sewer Pipe	64 lin.ft.	5.50	352.00
6.	Concrete Inlets, G-1	4 only	200.00	800.00
7.	Concrete Walks	630 sq.yds.	6.50	4,095.00
8.	Concrete Driveways	45 sq.yds.	7.00	315.00
9.	Concrete Curbs, Type A	2,970 lin.ft.	2.00	5,940.00
10.	Adjust Manholes	4 only	100.00	400.00
			For Comparison of Bids	$ 40,384.50

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 40,384.50
Anticipated Additional Items:		
Flagging (State Share)	500.00	
SS-1 Asph. in Watering	400.00	
		900.00
		$ 41,284.50
Engr. & Cont. (14 1/2%)		5,986.25
Estimated Net Authorization, Constr.		$ 47,270.75

☑ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UC
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

April 6, 1971

Mr. Henry Schneider
City Manager
City Hall
Milton-Freewater, Oregon 97862

Dear Mr. Schneider:

I want to remind you that there are power poles that will require moving on the Elizabeth Street SCA project. Your letter of January 27, 1971 mentioned that there would be five poles in conflict.

The project is presently scheduled for an April 29, 1971 bid opening and if awarded soon thereafter, the contractor may want to get an early start.

If you need additional copies of the plans or other assistance to determine the location of the curb line on the ground, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:ljt

H. S. Coulter

ECEIVED
MAR 3 1 1971
FOR FILING

0-1730
7565

March 26, 1971

MISC. CONTRACTS and
AGREEMENTS No. 4122

City of Milton-Freewater
City Hall
Milton-Freewater, Oregon 97862

Attention: R. L. Tomlinson
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of Elizabeth Street in your city.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
March 25, 1971

SUBJECT: Finance-Construction Agreement
Elizabeth Street
Milton-Freewater 97862

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached for your signature of approval and the Highway Commission Secretary's certification are three copies of the subject agreement.

Project approval was received at the 11/24/70 Highway Commission meeting.

D. N. Harwell
D. N. Harwell
Coordinating Engineer
County and City Section

DNH:ljt
Att.

Fran
please distribute

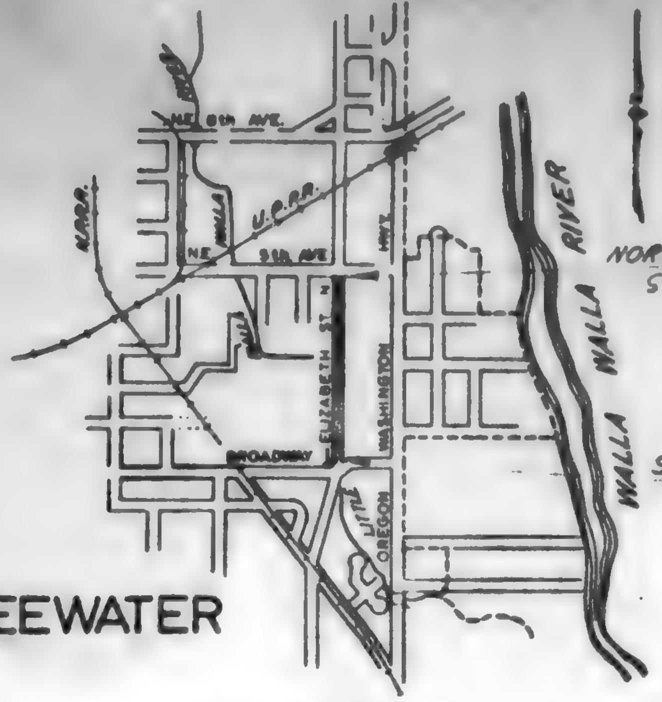
RECEIVED
MAR 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*92476-734

3-22-71

SHEET NO.	IND
1	Sketch Map
2	Plan & Ar

MILTON-FREEWATER


NE 6th AVE.
U.P.R.R.
N.P.R.R.
NE 5th AVE.
ELIZABETH ST.
WASHINGTON
HWY.
BROADWAY
LITTLE
OREGON
WALLA WALLA RIVER

NORTH END OF PROJECT
STA 10+20

SOUTH END OF PROJECT
STA 23+70

Sketch Map

SCALE 0 800 1600 FEET

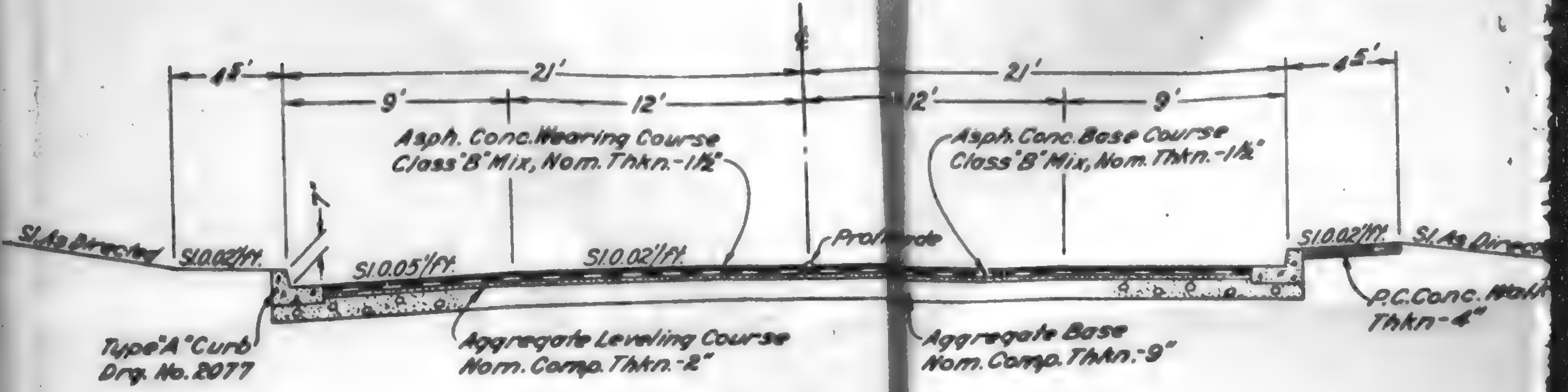
5-

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Sketch Map, Summary, Typical Section
2	Plan & Profile

OREGON STATE HIGHWAY
GRADING & PAVING
MILTON-FREEWATER (ELIZABETH
CITY STREET
UMATILLA COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	STATE



15'
21'
9'
12'
℄
21'
12'
9'
15'
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn.-1½"
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn.-1½"
Sl. As Directed
Sl. 0.02'/Ft.
Sl. 0.05'/Ft.
Sl. 0.02'/Ft.
Profile Grade
Sl. 0.02'/Ft.
Sl. As Directed
Type "A" Curb
Drg. No. 2077
Aggregate Leveling Course
Nom. Comp. Thkn.-2"
Aggregate Base
Nom. Comp. Thkn.-9"
P.C. Conc. Walk
Thkn.-4"

STA. 10+20 To STA. 3+70

PRELIMINARY COPY
FEB 18 1971
SUBJECT TO CHANGE
FINAL DESIGN UNIT

APPROVED
CITY OF Milton-Freewater
BY MAYOR
BY RECORDER C.A. Tomlinson
DATE March 22, 19

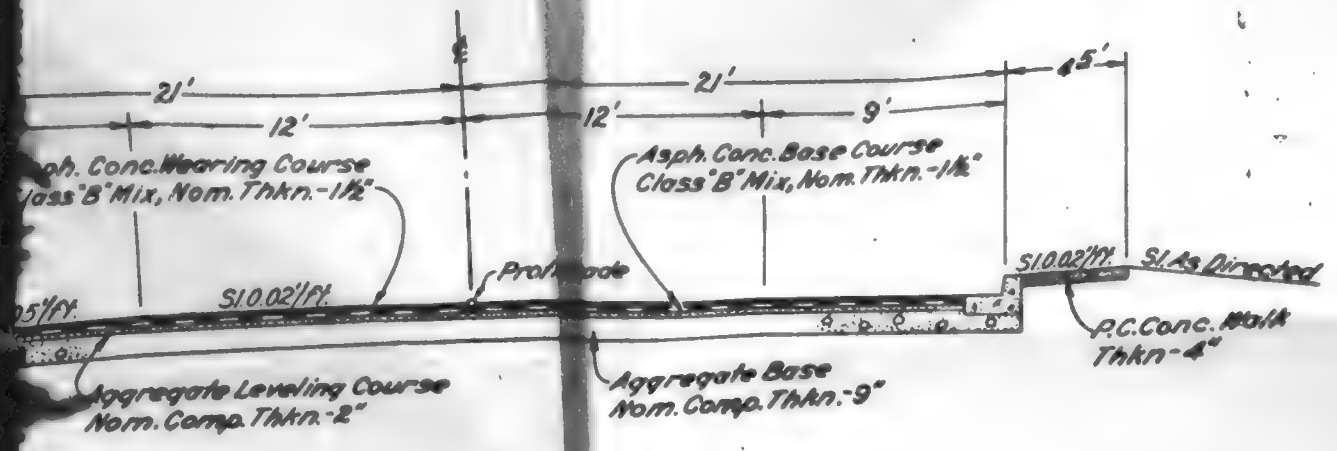
PRELIMINARY COPY
SUBJECT TO CHANGE

RECEIVED
COUNTY & CITY SECTION
MAR 25 1971
☑ ENGR. ☑ COOR. ☑ CE ☑ RE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

5-1

OREGON STATE HIGHWAY DIVISION
GRADING & PAVING
MILTON-FREEWATER (ELIZABETH ST. N.) SEC.
CITY STREET
UMATILLA COUNTY

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 1
8	OREGON	STATE		TOTAL SHEETS See Index


21'
12'
12'
21'
9'
4.5'
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn.-1½"
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn.-1½"
Profilegrade
.05'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. As Directed
P.C. Conc. Walk Thkn.-4"
Aggregate Leveling Course Nom. Comp. Thkn.-2"
Aggregate Base Nom. Comp. Thkn.-9"

STA. 10+20 To STA. 23+70

PRELIMINARY COPY
FEB 1 8 1971
SUBJECT TO CHANGE
FINAL DESIGN UNIT

APPROVED
CITY OF Milton-Freewater
BY MAYOR
BY RECORDER Tomlinson
DATE March 22, 19

RECEIVED
COUNTY & CITY SECTION
MAR 2 5 1971
☑ ENGR. ☑ COOR. ☑ CE ☑ RE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

RECEIVED
MAR 3 - 1971

FOR...
330-1730
. 7565

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 1

Section: Elizabeth Street
Highway: City of Milton-Freewater
County: Umatilla
Prefix: 330-1494

Res. Engr. M. M. Stump
Approx. Length 0.26 mi.
Sta. N. E. Fifth to Sta. Broadway
Date 2-22-71

Mean Truck A.D.T. 50
Traffic Coefficient 6.4
18 kip s. a. per day 7.3

Annual Precipitation
Frost Penetration 30"±
CBE Total Requirement 17.0"

(1)

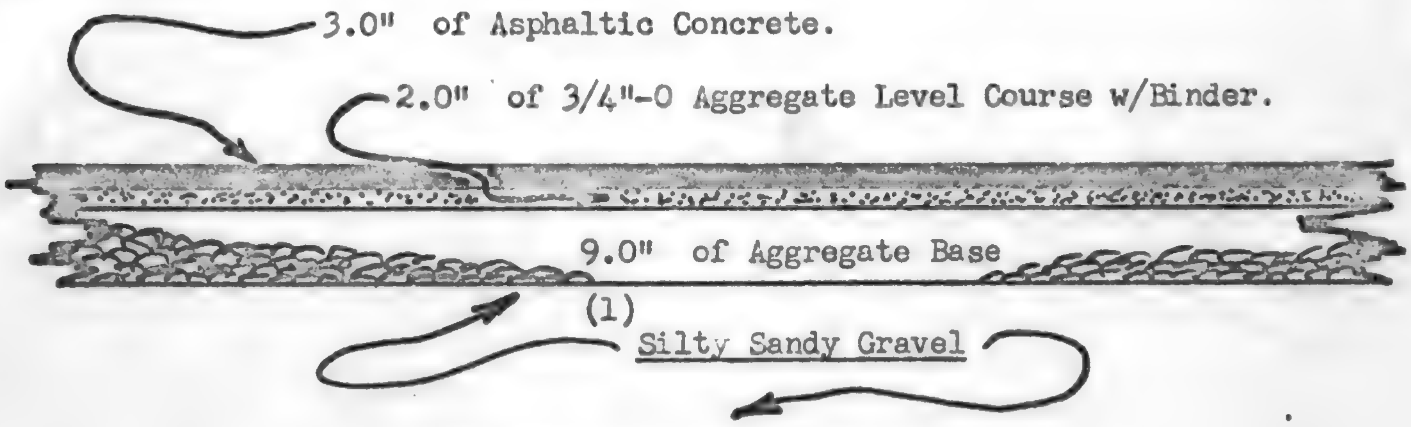
Typical Soil	
25	LL
0	PI
37	%P 10
18	%P 200
65	% Gravel
6	% C Sand
10	% F Sand
15	% Silt
4	% Clay
59	R Value
A-1-b	AASHO Classif.

Materials Source:

Commercial sources are available.

Credit	*Actual Thick.*	*Component*
6.0	3.0	A.C.
2.0	2.0	A.L.
9.0	9.0	A.B.
*17.0"	14.0	

STRUCTURAL SECTION


3.0" of Asphaltic Concrete.
2.0" of 3/4"-0 Aggregate Level Course w/Binder.
9.0" of Aggregate Base
(1)
Silty Sandy Gravel

*See Page 2 for remarks.

NOV
F. R. [illegible]

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Asst. Program and Planning Engineer

Approved by F B Klaboe
Asst. State Highway Engineer

~~XXXXX~~.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: Elizabeth Street

HIGHWAY: City of Milton-Freewater

COUNTY: Umatilla

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Aggregate Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness

All "Other Roads", Connections, etc., should be constructed to a total thickness of 14.0".

Note:

The section recommended is the "Minimum for Traffic Classification", and is equal to approximately one-half the depth of frost penetration.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
1.0" Lime Treated Subgrade = 0.8" Crushed Base

Above factors apply to materials that comply with Standard Specifications ~~Supplemental Standard Specifications~~, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Elizabeth Street

HIGHWAY: City of Milton-Freewater

COUNTY: Umatilla

950 Present ADT (1971)

4.0 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	33	1.5	50	42	450	18,900
3	3	1.5	5	4	1000	4,000
4	1	1.5	2	2	1250	2,500
5	1	1.5	2	2	3180	6,360
6	--	---	--	--	2570	- - -
				50	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 31,760

TWENTY YEAR EWL 635,200

TRAFFIC COEFFICIENT 6.4

SECTION: Elizabeth Street
HIGHWAY: City of Milton-Freewater
COUNTY: Umatilla

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: ____

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Commercial Sources are available
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.26± mi.) project.

See Items 6 and 12.

RECEIVED
FEB 5 1971

FOR FILE

330-1730
7565

February 5, 1971

Mr. Henry Schneider
City Manager
City Hall
Milton-Freewater, Oregon 97862'

Dear Mr. Schneider:

Reference is made to your letter of January 15, 1971, in which the City requested a 40-foot width for the construction of Elizabeth Street instead of the 44-foot width the City originally applied for.

The matter was again referred to the department heads for a decision. In view of the fact that the street is used by trucks requiring PUC and oversize permits, and with an otherwise heavy traffic volume, they were reluctant to reduce the width to less than 44 feet. However, they would compromise on a 42-foot width; and an agreement in accord with this width will be mailed to the City the early part of next week for consideration and signature.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm

Copy to F.B. Klaboe for Info
" " H.S. Coulter " "

RECEIVED
FEB 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

2-3-71

Amt on Agreement

S.C.A. Investigation Data

City of Milton-Freewater Date ______ 19__ Div.___ ______

Population: 19__ ______

Street Elizabeth Street

No. previous projects ___

Last project ______ (year)

Total SCA funds $______

Funds/capita $______

Average/capita $______

EXISTING

Surface now in place: A.C. ___ Oil___ Gravel___ Concrete______

Surface width: ______ feet, Shoulder-shoulder width: ______ feet

C-C width: ______ feet, R/W width: ______ feet

Remarks: ______

PROPOSED

Surfacing: A.C. ____ Oil ____ Other ______

Shoulder width ____ feet, C-C width: 42 feet

Pave. width: ____ feet, Leveling 2 inches, Base 10 inches

BASE DESIGN: A.C. 3 inches, Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches

Length: 0.265 mile, 1400 feet. Type curb: "A"

Remarks: Also a walk on W. side

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 750
Clearing & grubbing	all	all	L.S.	500
General excavation	c.y.	4392	1.50	6588
Concrete sidewalks	sq. yd.			3780
Trench excavation	c.y.	43	7.00	301
Watering	M-gal.	88	6.00	528
Level material (3/4-0)	c.y.	492	4.75	2337
Base material	c.y.	2708	4.25	11509
Asphalt	ton	1200	10.00	12,000
Binder 6067 □yd @ 0.40	all	all	L.S.	2427
Concrete inlets GB-1	each	4	300.00	1200
Culvert pipe 15" Culvert	lin. ft.	120	6.00	720
Concrete curbs Type "A"	~~c.y.~~ lin. ft.	2700'	2.50	6750
Adj Manhole	each	3	60.00	180
Extend Drys	each	13	50	650

*Items include 10% allowance

Total	$ 50220
Perm. signing ($100/intersection)	200
Flagging	500
Total	$ 50,920
Engineering & contingencies ~~(20%)~~ 14.5%	7383
Total	$ 58,303
City's estimated share of survey	1828
TOTAL ESTIMATED COST	$ 60,131

$3200 \times \frac{33,303}{58,303} = 1828$

Say $60,000

42' w/l

2/3/71
Milton – Freewater
Elizabeth St
from Bdwy – to 5th

Gen'l Exc $\frac{44 \times 1.75 \times 1400 \times 1.1}{27}$ = 4392 C.Y.

Trench Exc 43 C.Y.

18" Pipe 120'
4 GB-1 Inlets

Base $\frac{44 \times 0.83 \times 1400 \times 1.43}{27}$ = 2708 CY

Lev. Cs $\frac{39 \times 0.17 \times 1400 \times 1.43}{27}$ = 492 CY

Watering 3200 x 0.0275 = 88 M-Gals

Binder Cs 3900 x 0.265 x 1.5 = $1550

Type "A" Curb 2800 x 0.054 = 152 C.Y.

3" A.C. 1400 x 78.25 = 1096 Tons

Adj MH. 1 only

Conc Walk $ 3980

Say $57,000

S.C.A. Investigation Data

City of Milton-Freewater Date 1/28/71 Div. ___
Population: 19__ ______ 19__ ______
Street Elizabeth from Broadway to Fifth

No. previous projects ____
Last project ______ (year)
Total SCA funds $______
Funds/capita $______
Average/capita $______

EXISTING

Surface now in place: A.C. ___ Oil ___ Gravel ___ Concrete ______
Surface width: ______ feet, Shoulder-shoulder width: ______ feet
C-C width: ______ feet, R/W width: ______ feet
Remarks: ______

PROPOSED

Surfacing: A.C. ___ Oil ___ Other ______
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: 40 feet
BASE DESIGN: A.C. 3 inches, Leveling 2 inches, Base 10 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: .265 mile, 1400 feet. Type curb: "A"
Remarks: Also a walk

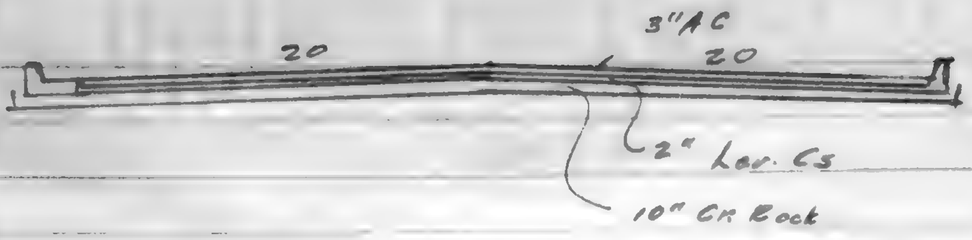
ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 750
Clearing & grubbing	all	all	L.S.	500
General excavation	c.y.	4192	1.50	6288
Concrete sidewalks	sq. yd.			3780
Trench excavation	c.y.	43	7.00	301
Watering	M-gal.	84	6.00	504
Level material (3/4-0)	c.y.	466	4.75	2214
Base material	c.y.	2585	4.25	10,990
Asphalt	ton	1085	10.00	10850
Binder 5685 yd @ 0.40 =	all	all	L.S.	2275
Concrete inlets GB-1	each	4	300	1200
Culvert pipe 15" Sew. Pipe	lin. ft.	120	6.00	720
Concrete curbs ~~Type~~ "A" 2700'	~~c.y.~~ lin. ft.	2700	2.50	6750
Adjust Manholes	each	3	60.00	180
Extra for Dwys	each	13	50.00	650

*Items include 10% allowance

Total $ 47,952
Perm. signing ($100/intersection) 200
Flagging 500
Total $ 48652
Engineering & contingencies ~~(20%)~~ 14½% 7055
Total $ 55,707
City's estimated share of survey 1375
TOTAL ESTIMATED COST $57,085

$2500 \times \frac{30707}{55707} =$

Say $57,000



Milton - Freewater 1/28/71
Elizabeth Street
from Broadway to 5th

Gen'l. Exc $\frac{42 \times 1.75 \times 1400 \times 1.1}{27} = 4192$

Trench Exc. $\frac{120 \times 3.5 \times 2.5 \times 1.1}{27} = 43$ C.Y.

18" pipe 120
4 G.B. Inlets

Base $\frac{42 \times 0.83 \times 1400 \times 1.43}{27} = 2585$ C.Y.

Lev. Cs $\frac{37 \times 0.17 \times 1400 \times 1.43}{27} = 466$ C.Y.

Watering 305' 20275 - 84 M-Gals

Binder Cs 4100 x 0.265 = ± 1085

Type "A" Curb 2800 x .054 = 152 C.Y.

3" A C 14.00 x 74.2 = 1039
46 Tons in Dwys
1085 Tons A C

Adj MH 1

SCP

PEA CAPITAL OF THE WORLD

Council-Manager Government Since 1951

MILTON-FREEWATER

State of Oregon

PHONE 503-938-5531
CITY HALL, 722 SOUTH MAIN

Sister City
Waimate
New Zealand

OFFICE OF
CITY MANAGER

January 27, 1971

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
JAN 28 1971
☐ ENGR. ☑ [illegible] ☐ UE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Attention: H. S. Cox

Gentlemen:

On 25 January 1971, City Council reviewed the proposed Elizabeth Street project in accordance with your recent letter.

Consideration of use and costs were compared on 44 ft, 42 ft, and 40 ft. widths.

(a) Power poles to be moved for a 44 ft. width was estimated at a cost of $1080 for a total of 11 poles.

(b) Five power poles would be required to be moved for a 42 ft. width at a cost of $425 and this width would provide an additional foot of separation between the walk and the Little Walla Walla river.

(c) Only one pole would be required to be moved due to a 40 ft. project, at a cost of approximately $65. This width would permit 2 additional feet of clearance between the walk and Little Walla Walla river.

(d) The cost of a sidewalk must be defrayed at city expense and is estimated at $3780. In addition, riprapping will be required at the Broadway culvert to protect the walk.

(e) Consideration was given to the desires of property owners who will be contributing to the project as well as those who are not abutting property owners but who wrote letters to your department as considering the project favorably.

2-2-71
Discussed with Hall.

After consideration of all factors Council voted to request the Elizabeth Street improvement be made at a 40 ft. width. This would be in the best financial interest of all concerned and the city in general.

Sincerely,

Henry Schneider, City Manager

Copy to F. B. Klaboe for info
Frank Hall " "
Frank Terpin " "
H. S. Coulter " "

HS:pb

LOW COST POWER SINCE 1891

☐ ENGR. ☑ COOR. ☒ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ UPE ☐

SCA

January 20, 1971

Mr. Henry Schneider
City Manager
City Hall
Milton-Freewater, Oregon 97862

RE: Elizabeth Street

Dear Mr. Schneider:

Reference is made to your letter of January 15, 1971, in which the City asked to reduce Elizabeth Street from the proposed 44' width to a 40' width.

We think the City should reconsider the change requested and look with favor on the wider street. The letters from your office, the Chamber of Commerce, Milton-Freewater Drugs, Inc., and the Department of Motor Vehicles cited the heavy traffic volume and the truck traffic requiring P.U.C. and oversize permits using Elizabeth Street between 5th Street and Broadway. All urged the improvement of Elizabeth Street to provide for such service.

The industrial nature of the abutting properties establishes the need for a wide street for turning movements of long vehicles. Also, where parking is permitted, the traffic will find the width restrictive, especially where wide vehicles park. We concur with the above named agencies who wrote us in behalf of the project to improve Elizabeth to a wide width to accommodate the traffic they described and which was considered when the project was approved.

If the City is seeking a reduction of the initial cost of the project, the proposed concrete walk construction can be deferred to a later time when this would better fit the finances available. The grading for the walks could readily be done in connection with the street grading.

If the City should so decide, a cheap surfacing for the walk could prove satisfactory for a time. I asked the state resident engineer if there was room for a 4' walk. He said there was ample room for this.

☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

After considering all factors involved, we hope that the City can reconcile the needs with the funds available and get the improvement we all strive for. Please let us know what the City decides upon so we can pass the information on to the respective departments.

Very truly yours,

H. E. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm

MEMO, January 15, 1971

RE: Milton-Freewater
Elizabeth Street
1971 Special City Allotment Project

On January 13, 1971, Mr. Henry Schneider, City Manager of Milton-Freewater, phoned that the City Council had passed a resolution to reduce the width of Elizabeth Street from 44' to 40' on the 1971 SCA program. I told him to send a letter giving reasons.

He claimed there was not room for a sidewalk on the west side between the river and the proposed 44' street. He also said the abutting owners all wanted the 40' street except one.

The right-of-way width is 60' wide and the City has requested the 44' wide street in their project data sheets for the job.

On January 15, M. M. Stump, Resident Engineer, asked what width the street should be. I told him the State had not received the reduced width request and the State would likely be reluctant to reduce the width if there was room to force the 44' width in on the space available. He said there would be room to do so. I told him I would stick to the 44' width until a reduced width is approved by the State. If a 40' width is decided upon, the Design Section could make the revision.

The project estimate was $57,000 to which the City added about 11%. The abutting owners, no doubt, want the width reduced to reduce their cost.

Herewith are copies of some letters received a few months ago to justify the SCA approval due to heavy traffic and oversize permits.

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer
County and City Section

OHN:mm
Att.

MILTON-FREEWATER
ALL AMERICA CITY
PEA CAPITAL OF THE WORLD

Council-Manager Government Since 1951

MILTON-FREEWATER

State of Oregon

PHONE 503-938-5531
CITY HALL, 722 SOUTH MAIN

Sister City
Waimate
New Zealand

OFFICE OF
CITY MANAGER

January 15, 1971

RECEIVED
COUNTY & CITY SECTION
JAN 18 1971
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☑ RE ☐ RPE ☐

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: H. S. Cox

Gentlemen:

On 14 January the Council of the City of Milton-Freewater passed a Resolution of Intent to construct a 40 foot street rather than the earlier proposed 44 feet on the Elizabeth Street project.

This action was the result of obtaining the wishes of the abutting property owners who with only one exception indicated their desire for a 40 foot wide street.

It was felt a 40 foot width was sufficient inasmuch as there is a State highway only 320 feet east of Elizabeth which can be easily used by vehicles needing more width.

An additional reason for the decrease in street width was to give consideration for a sidewalk along the western boundary of the street due to the great amount of student traffic walking to the 3 schools in the vicinity.

We therefore request that the State provide engineering and a project for a 40 foot curb and gutter improvement for Elizabeth Street between Broadway and N. E. 5th Avenue in Milton-Freewater. The city will pay for a 4 foot sidewalk which will parallel the curb on the western boundary of the project.

The council also requested that the sidewalk be included in the bid specifications which the state is presently preparing. The city understands that the cost of the sidewalk will be borne entirely by city funds.

Council also feels because considerable effort has been required to obtain majority approval for this project and because abutting property owners will be required to help pay for the improvement, council should accede to their wishes.

Sincerely,

Henry Schneider
City Manager

HS:pb

JAN 1 - 371

FOR FILE

330-1730

7565

PREFIX NO. 330-1490

12-29-70

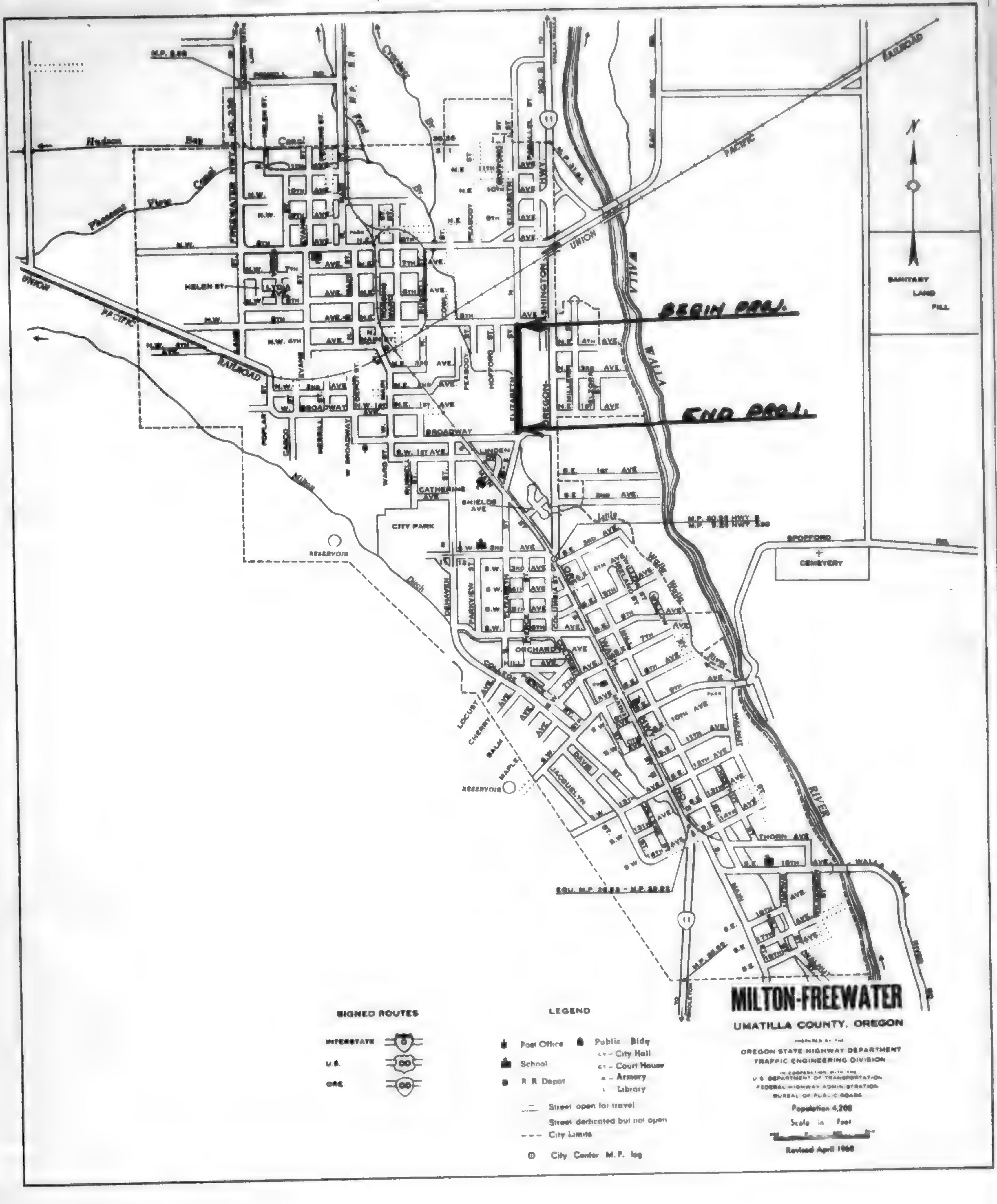
LOCATION PROSPECTUS
MILTON-FREEWATER (ELIZABETH STREET) SECTION
CITY STREET - UMATILLA COUNTY

HIGHWAY:	Elizabeth Street from Broadway to N. E. Fifth Street.
TERMINI:	The northerly terminus is at N. E. Fifth Street. The southerly terminus is at Broadway Street.
LENGTH:	0.26 mile.
PROGRAM:	1971 Special City Allotment.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for the grading and paving on existing alignment. Reconnaissance is not necessary. The survey need not be tied to the Lambert Grid System. Drainage studies will be made and any problems resolved. Soils investigations will be conducted. An economic analysis is not needed at this time.
TYPICAL SECTION:	Two 22-foot travel lanes with curbs.
MATERIALS:	To be located and referenced to this project during the survey.
ACCESS:	No control.
AGREEMENTS:	Routine city agreements for city project.
UTILITIES:	Routine utility adjustments may be necessary.
PARKS OR REST AREAS:	None affected.
ADD'L FACILITIES:	No airports, railroad crossings or major streams affected although this project will parallel the Little Walla Walla River.

Attachment
December 29, 1970
cc: over

cc: H. S. Coulter (4)
R. L. Porter
A. L. Johnson
F. B. Klaboe
V. D. Wolfe
F. L. Hall
F. B. Crandall
G. C. Wills
E. S. Hunter
Ivan Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
Jack Rowland
Robert Royer
W. H. Tebeau
F. E. Terpin
R. H. Stein
F. W. Yarbrough (2)

RECEIVED
DEC 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER


BEGIN PROJ.
END PROJ.
UNION PACIFIC RAILROAD
Hudson Bay Canal
Pleasant View Canal
Milton Ditch
WALLA WALLA RIVER
Little Walla Walla River
M.P. 0.00
M.P. 20.53 HWY 8
EQU. M.P. 20.93 - M.P. 20.93
N.W. 5TH
N.W. 6TH AVE.
BROADWAY
S.W. 1ST AVE.
LINDEN
CATHERINE AVE.
SHIELDS AVE
CITY PARK
RESERVOIR
RESERVOIR
ORCHARD AVE
COLLEGE AVE.
LOCUST AVE.
CHERRY AVE.
SALMI AVE.
MAPLE
DAVIS ST.
JACQUELYN
THORN AVE.
S.E. 15TH AVE.
PEABODY ST.
HOPFORD ST.
ELIZABETH ST.
OREGON-WASHINGTON HWY.
S.E. 1ST AVE.
S.E. 2ND AVE.
N.E. 4TH AVE.
N.E. 2ND AVE.
N.E. 1ST AVE.
HELEN ST.
LYDIA
POPLAR
CASCO
W BROADWAY
DEPOT ST.
N. MAIN ST.
SPOFFORD RD.
CEMETERY
SANITARY LAND FILL
N
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R R Depot
Public Bldg
CY – City Hall
CT – Court House
A – Armory
L Library
Street open for travel
Street dedicated but not open
City Limits
City Center M.P. log

MILTON-FREEWATER

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

IN COOPERATION WITH THE
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 4,200

Scale in Feet

Revised April 1968

MILTON-FREEWATER
ALL AMERICA CITY
CAPITAL OF THE

MILTON-FREEWATER
State of Oregon
PHONE 503-938-5531 CITY HALL, 722 SOUTH MAIN

Waimate
New Zealand

OFFICE OF
CITY MANAGER

October 5, 1970

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Oscar H. Norberg

Gentlemen:

On 28 September 1970, City Council directed the attorney to set up a Local Improvement District on paving Elizabeth Street between Broadway and N.E. 5th Avenue.

The city will pay the project costs above $25,000 in the event we are selected as a subject for State aid under the Special City Allotment Act.

Sincerely,

Henry Schneider
City Manager

HS:pb

RECEIVED
COUNTY & CITY SECTION
OCT 7 - 1970
☐ ENGR. ☑ CLDR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☑ RE ☐ RPE ☐

LOW COST POWER SINCE 1891

☐ ENGR. ☑ COOR. ☐ CE ☒ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

SCA-71

September 30, 1970

Mr. Henry Schneider
City Manager
P. O. Box 108
Milton-Freewater, Oregon 97866

Dear Mr. Schneider:

It is planned to submit your proposed project on Elizabeth Street to the Highway Commission for consideration of construction (1971) under the Special City Allotment Act (ORS 366.805).

Your proposed project, now based upon a reconnaissance investigation and a local contractor's quotation of unit prices, is roughly estimated to cost $57,000 for providing a 44-foot curbed street section; State's share is $25,000.

Should the Highway Commission look with favor on your project, would the City of Milton-Freewater be willing and able to pay all costs of the project in excess of $25,000?

Early receipt of a letter stating Milton-Freewater's ability and willingness to participate in the above project would be appreciated because the selection will soon have to be made for the 1971 program.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm

ocr

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1970

SUBJECT: Elizabeth St., Broadway to 5th
Milton-Freewater, Umatilla County

To: H. S. COX
County and City Engineer

This office did not know of an asphalt plant in Milton-Freewater, in view of this we would revise the Class "B" asphalt item to $11.00. The price is arrived at by adding to the $7.35 plant price, $3.65 for hauling to the job, laying, rolling, etc.

The pricing was done on the basis of a preliminary estimate and without information as to the type of material, depth of cut, the nearness of utilities, amount of traffic to contend with or visual inspection, we would not feel justified in adjusting the excavation price.

Edgar L. Johnsen
Special Studies & Chief Cost Engineer

By A. D. Bollinger
A. D. Bollinger
Cost Analyst

RECEIVED
COUNTY & CITY SECTION
SEP 29 1970
☑ ENGR. ☑ COOR. ☐ LE ☐ AE ☐ UE
☐ URE ☐ CE ☒ RE ☐ RPE ☐

SP*52475-734

Edgar L. Johnson

MEMO TO FILES -- Special City Allotment, Milton-Freewater & Heppner
9/17/70

Tuesday, September 15, Oscar Norberg and I met with the Milton-Freewater City Manager to discuss the Special City Allotment proposal on Elizabeth Street.

Prior to the meeting, we contacted the local Redi-Mix Sand & Gravel Company in Milton-Freewater and asked them the cost of approximately 1000 tons of A.C. Their reply was that they were already selling to the State for $7.35 per ton f.o.b. plant.

We then contacted Mr. Henry Schneider, City Manager, and Jack King, City Engineer, and opened our discussion regarding Elizabeth Street estimate. Prior to this meeting Mr. Schneider had contacted Baldwin & Sunderland, Inc., of Walla Walla and obtained a quotation from them using State's contract items and quantities. There was major deviation in only two items between State's estimate and Contractor's estimate; however, these two items accounted for approximately $12,000. Item #1 was General Excavation. State's estimate was $2.75 per c.y. whereas the Contractor's estimate was $1.50 per c.y. (nearly $6,000 cheaper). Item #2 was A.C. State's estimate was $15; Contractor's estimate was $10. As noted above, the $10 estimate is more realistic and it is the opinion of this office that local and near-by out-of-state contractors were not considered when estimate figures were obtained from cost analysts. Contractor's estimate on this item was also $6,000 cheaper. The City states that they are willing and anxious to proceed on this project providing State's estimate parallels the Contractor's estimate. A copy of the Contractor's estimate is attached for your study.

The following day, Wednesday, September 16, we met with Mayor W. C. Collins and Vic Groshens, Street Superintendent for the City of Heppner, to discuss SCA proposal for Gale Street. As we approached the city from the east, along Heppner Highway #52, we noted the County crusher operating approximately 7 miles from the city, so we stopped at the courthouse and contacted the County Court to see if it would be possible for level material (3/4-0) to be purchased through them. They stated that they did sell to the city for $2.35 per c.y. and that the City had considerable materials (rock) already on hand.

During our discussion with the city people, several points of primary interest came out. The City prefers a penetration surface treatment over A.C. because they have penetration on the rest of their streets and the penetration treatments have proved very satisfactory. A.C. would come high in Heppner as Hermiston is the closest source of supply.

The City is going to address a letter to this office stating their desires as to surface treatment, type of asphalt to be used, type of surface treatment desired, and cost of City-furnished rock.

The City has on hand sufficient crushed rock to furnish aggregates necessary for the leveling course (3/4-0) and a modified 0-9 surface treatment. They have 3/4, 1/2, and 1/4 crushed rock on hand; the quality is good but gradation specification should be omitted.

(more)

MEMO (cont'd): SCA, Milton-Freewater & Heppner

This office is investigating the possibility of the contractor getting approximately 2000 to 3000 c.y. of pit run material from a State-controlled pit approximately 3½ miles south of Heppner.

Present proposal for Gale Street would call for 15" grid-rolled quarry run base, 2" of 3/4"-0 level course, and modified 0-9 surface treatment using 200-300 asphalt. City will do clearing and grubbing, place all sewers at City expense (main line and manholes), pay for all curb work, and furnish all crushed rock to contractor for a specified price per c.y.

This office awaits administrative decision on both Milton-Freewater and Heppner proposals.

H S Cox
H. S. Cox
County and City Engineer

HSC:mm
Att: Est.
cc: R. L. Porter
F. B. Klaboe
Edgar L. Johnson
H. S. Coulter
C. G. Swenson
Frank Hall

S.C.A. Investigation Data

City of *Milton-Freewater* Date ______ Div.__
Population: 19__ ______ 19__ ______
Street *Elizabeth Street from Broadway to N.E. Fifth Ave*

No. previous projects ___
Last project ______ (year)
Total SCA funds $________
Funds/capita $________
Average/capita $________

EXISTING

Surface now in place: A.C. ___ Oil___ Gravel___ Concrete________
Surface width: ________ feet, Shoulder-shoulder width: ________ feet
C-C width: ____________ feet, R/W width: ________________ feet
Remarks: ______________________________

PROPOSED

Surfacing: A.C. _____ Oil _____ Other__________
Pave. width: ____ feet, Shoulder width ____ feet, C-C width: *44* feet
BASE DESIGN: A.C. *3"* inches, Leveling *2"* inches, Base *10* inches
Lime T.S.G. __ inches, Blanket __ inches, P.M.B.B. __ inches
Length: *0.265* mile, *1400* feet. Type curb: *Type "A"*
Remarks: ______________________________

Quotation by Baldwin & Sunderland, Inc.

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 750
Clearing & grubbing	all	all	L.S.	500 ✓
General excavation	c.y.	4570	1.50	6855
Concrete sidewalks	sq. yd.	—	5.50	-0-
Trench excavation	c.y.	43	7.00	301 ✓
Watering	M-gal.	93	6.00	558 ✓
Level material (3/4-0)	c.y.	520	4.75	2470 ✓
Base material	c.y.	2840	4.25	12,070 ✓
Asphalt	ton	1200	10.00	12,000 ✓
Binder 6300 Sq Yd @ 0.40	all	all	L.S.	2520
Concrete inlets	each	4	300	1200 ✓
Culvert pipe 15"	lin. ft.	120	6.00	720 ✓
Concrete curbs 2700' @ 2.50	~~c.y.~~ Lin Ft	2700	2.50	6750 ✓
Adjust Manholes	each	3	60.00	180 ✓
Extension Driveway	each	13	50.00	650 ✓

*Items include 10% allowance

Total	$ 47,524
Perm. signing ($100/intersection)	200
Flagging	500
Total	$ 48,224
Engineering & contingencies 14½% ~~(20%)~~	6,994
Total	$ 55,222
City's estimated share of survey	1370
TOTAL ESTIMATED COST	$ 56,592

57,000

[illegible] 8A QUOTATION OF ESTIMATED CONSTRUCTION COSTS

[illegible]

[illegible]

[illegible] 70 [illegible] 4500 [illegible]

Street [illegible]

[illegible]

[illegible]

Remarks [illegible]

[illegible]

Item		Unit	Qty	Price	Amount
Temp. prot[illegible] ([illegible])	[illegible] traffic	[illegible]	[illegible]	750.00	750.00
Clearing and [illegible]		[illegible]	all	500.00	500.00
General excavation		[illegible]	[illegible]50	1.50	6855.00
Concrete [illegible]		[illegible]	[illegible]	5.50	-0-
Trench exc[illegible]		[illegible]	[illegible]	7.00	301.00
Watering		[illegible]	[illegible]	6.00	558.00
Level mat[illegible]		[illegible]	[illegible]20	4.75	2470.00
Base mat[illegible]		[illegible]	[illegible]	4.25	12070.00
Asphalt		ton	[illegible]00	10.00	12,000.00
[illegible]der	6300 S.Y.	[illegible]	[illegible]	.40	2520.00
Concrete [illegible]		[illegible]	4	300.00	1200.00
Culvert pi[illegible]		lin. ft.	[illegible]	6.00	720.00
[illegible]	2700'	[illegible]	15[illegible]	2.50	6750.00
[illegible] manhole		each	3	100.00	~~[illegible]~~ 180.00
Extension [illegible]		each	13	50.00	650.00

* [illegible] incl. [illegible]

Total	$47,524.00
Perm. signing ([illegible]/intersection)	200.00
Flagging	500.00
Total	$48,228.00
Engineering & contingencies (20%)	$
Total	
14½% [illegible] estimated [illegible] survey	6994
* THEY WOULD DO SURVEY & LAYOUT TOTAL [illegible] COST	55,222 1,370 P.E. 56,592

Preliminary Engr.

2500 × 30222/55,222 = 1130

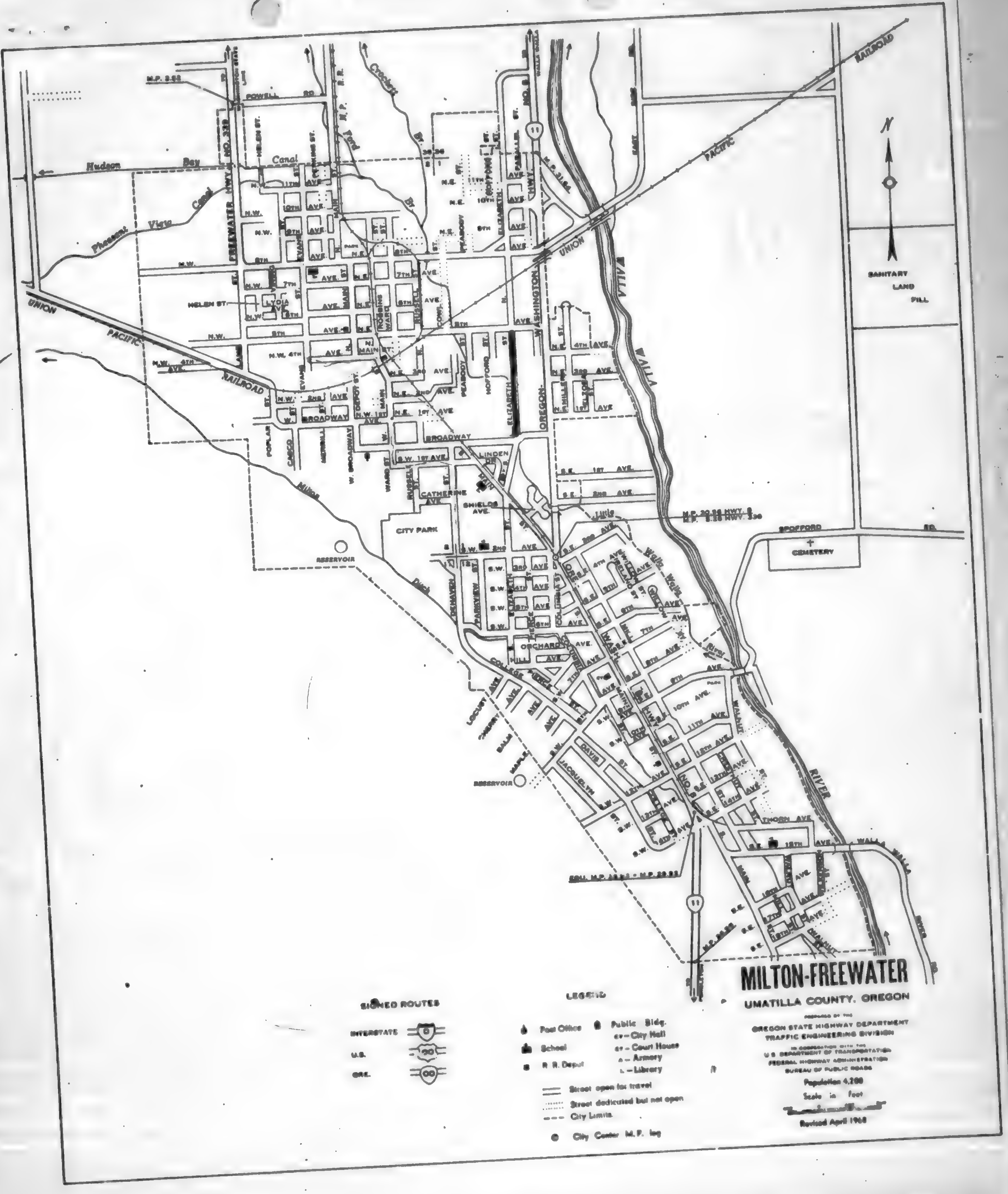
56,592
11% by City to [illegible] 6,225
62,817

* VERBAL TO SCHNEIDER
By STALDER

62,817
25,000
37,817 ←--- This

PREPARED BY JERRY STALDER, ESTIMATOR
BALDWIN & SUTHERLAND, INC.

56,592
56,592
$62,25 [illegible]


Hudson Bay Canal
Pleasant View Canal
UNION PACIFIC RAILROAD
POWELL RD.
FREEWATER HWY. NO. 339
MAIN ST.
BROADWAY
CITY PARK
RESERVOIR
LINDEN
CATHERINE AVE.
SHIELDS AVE.
ORCHARD
COLLEGE
JACQUELYN
DAVIS
THORN AVE.
WASHINGTON
OREGON
ELIZABETH
PEABODY
HOFFORD
RUSSELL
WARD ST.
EVANS
LYDIA
HELEN ST.
POPLAR
CASCO
LOCUST
MAPLE
WALNUT
SPOFFORD RD.
CEMETERY
SANITARY LAND FILL
WALLA WALLA RIVER
Little Walla Walla
Milton Ditch
N
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
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City Limits
City Center M.P. log

MILTON-FREEWATER

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 4,200

Scale in feet

Revised April 1968

SEP 18 1970
☑ ENGR. ☑ COOP ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE [illegible] E ☐ RPE ☐

Clarence Gregg proposed 1"-0 Cr Mat'l for smooth on Milton-Freewater Job without a leveling Course — I told him to fix it up the way his office wanted it. my estimate not withstanding

MEMO TO FILES -- Special City Allotment, Milton-Freewater & Heppner
9/17/70

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(more)

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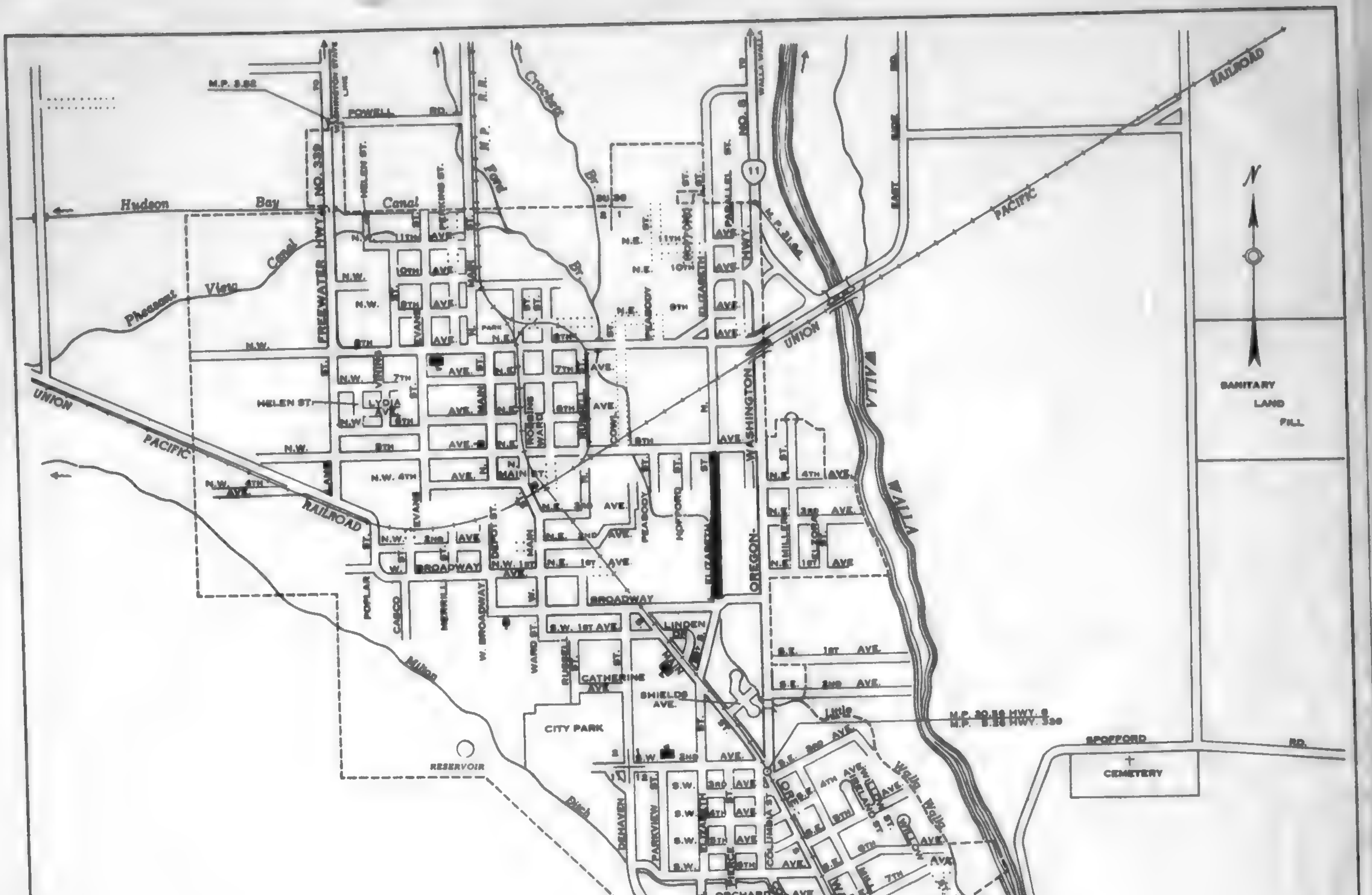
H. S. Cox
County and City Engineer

HSC:mm
Att: Est.

cc: R. L. Porter
F. B. Klaboe — 10-1-70 Klaboe says okay DonH.
Edgar L. Johnson
H. S. Coulter
C. G. Swenson
Frank Hall


N
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BROADWAY
LINDEN
CATHERINE AVE.
SHIELDS AVE.
ORCHARD AVE.
COLLEGE
THORN AVE.
M.P. 30.56 HWY. 8
M.P. 5.56 HWY. 339
EQU. M.P. 28.93 = M.P. 28.93
11
SIGNED ROUTES
INTERSTATE
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Scale in Feet

Revised April 1968

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No. previous projects ___
Last project ______ (year)
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Average/capita $______

EXISTING
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Surface width: ______ feet, Shoulder-shoulder width: ______ feet
C-C width: ______ feet, R/W width: ______ feet
Remarks: ______

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BASE DESIGN: A.C. *3"* inches, Leveling *2"* inches, Base *10* inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: *0265* mile, *1400* feet. Type curb: *Type "A"*
Remarks: ______

Quotation by Baldwin & Sunderland, Inc.

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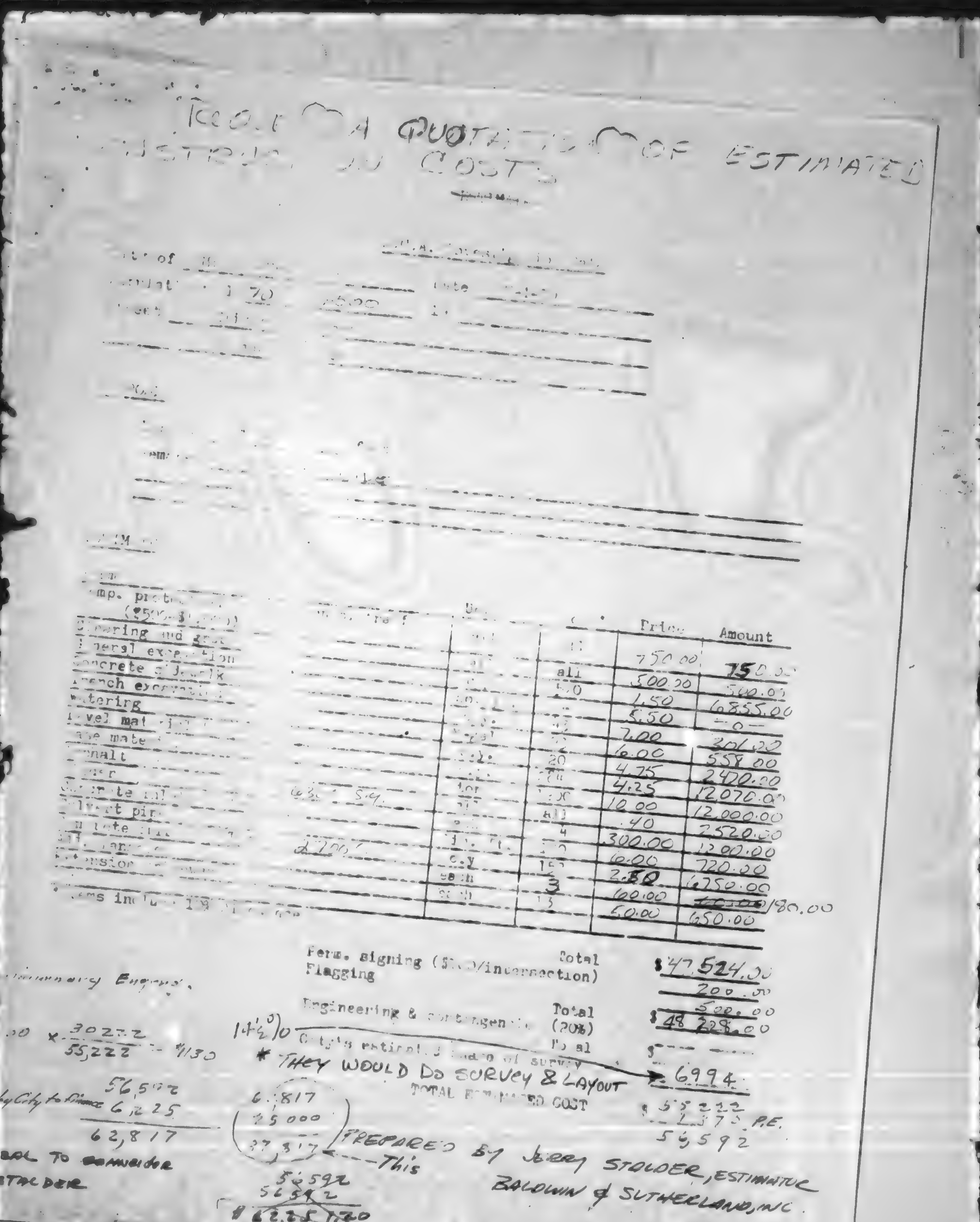
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 750
Clearing & grubbing	all	all	L.S.	500
General excavation	c.y.	4570	1.50	6855
Concrete sidewalks	sq. yd.	—	5.50	-0-
Trench excavation	c.y.	43	7.00	301
Watering	M-gal.	93	6.00	558
Level material (3/4-0)	c.y.	520	4.75	2470
Base material	c.y.	2840	4.25	12,070
Asphalt	ton	1200	10.00	12,000
Binder 6300 Sq Yd @ 0.40	all	all	L.S.	2520
Concrete inlets	each	4	300	1200
Culvert pipe 15"	lin. ft.	120	6.00	720
Concrete curbs 2700' @ 2.50	~~c.y.~~ Lin Ft	2700	2.50	6750
Adjust Manholes	each	3	60.00	180
Extension Driveway	each	13	50.00	650

*Items include 10% allowance

Total	$ 47,524
Perm. signing ($100/intersection)	200
Flagging	500
Total	$ 48 229
Engineering & contingencies 14½ % ~~(20%)~~	6 994
Total	$ 55222
City's estimated share of survey	1370
TOTAL ESTIMATED COST	$ 56,592



[illegible] A QUOTATION OF ESTIMATED
[illegible]STRUCTION COSTS

City of [illegible]

Date [illegible]

				Price	Amount
Temp. protection ($500-$1,000)					
Clearing and grubbing				750.00	750.00
General excavation			all	500.00	500.00
Concrete sidewalk			[illegible]	1.50	6855.00
Trench excavation				5.50	-0-
Watering				7.00	301.00
Gravel material			20	6.00	558.00
Base material				4.75	2420.00
Asphalt				4.25	12,070.00
[illegible]				10.00	12,000.00
Concrete [illegible]	6300 S.Y.		all	.40	2520.00
Culvert pipe		lin. ft.	4	300.00	1200.00
Concrete [illegible]		c.y	15[illegible]	6.00	720.00
[illegible]	2700	each		2.50	6750.00
Extension [illegible]		each	3	100.00	~~300.00~~ 180.00
			13	50.00	650.00

Items included [illegible]

	Total	$47,524.00
Perm. signing ($[illegible]/intersection)		200.00
Flagging		500.00
	Total	$48 224.00
Engineering & contingencies (20%) 14½%		$
City's estimated [illegible] of survey	Total	
* THEY WOULD DO SURVEY & LAYOUT		6994.
TOTAL ESTIMATED COST		$55,222
		1,370 P.E.
		56,592

...liminary Engrs.

...00 x 30222 / 55,222 = 4/130

56,592
by City to finance 6,225
62,817

62,817
25 000
37,817 ←---This

56592
56592
$62,251.20

PREPARED BY JERRY STOLDER, ESTIMATOR
BALDWIN & SUTHERLAND, INC.

...BAL TO CONSIDER
...STALDER

RECEIVED
SEP 18 1970
FOR FILING

330-1730
7565

September 15, 1970

3654

Mr. Walter Powell, President
Milton-Freewater Drugs, Inc.
10 N. E. Fifth
Milton-Freewater, Oregon 97862

Dear Mr. Powell:

Reference is made to your letter of September 2 urging the State to give strong consideration to the improvement of Elizabeth Street between Broadway and N. E. Fifth Avenue.

This street has been investigated, but it must be compared with the streets applied for by 38 other cities to determine the priority of streets that qualify under the provisions of ORS 366.805.

The Highway Commission will approve the 1971 projects in November or December and all applicants will be informed as soon as the determination has been made.

We appreciate the interest your organization has shown for the betterment of city streets and we wish more could be done for all that need it.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
F. B. Klaboe
A. E. Johnson (enc.)
Victor D. Wolfe
H. S. Cox (enc.)
R. N. Bothman (enc.)
H. S. Coulter (enc.)

HSC:mm ja

'71 SCA

Rexall

Milton-Freewater Drugs, Inc.

10 N.E. 5th Milton-Freewater, Oregon 97862

MILTON DRUG 1016 S. Main Phone 938-3351
HIWAY REXALL DRUG Prim Plaza Phone 938-3366
FREEWATER DRUG 10 N.E. 5th Phone 938-5588

September 2, 1970

Edwards

Klahre
Pls draft reply

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Mr. R. L. Porter

Dear Mr. Porter:

We urge your immediate consideration to the improvement of South Elizabeth Street between Broadway and N. E. 5th in Milton-Freewater.

This street is heavily travelled due to the Farm Labor Camp, Government offices, as well as several of Milton-Freewater's larger businesses. The street is in a deplorable condition.

Very truly yours,

MILTON-FREEWATER DRUGS, INC.

Walt Powell

Walter Powell, President

cc. Mr. Fred Hill
c

RECEIVED
COUNTY & CITY SECTION
SEP - 9 1970
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
SEP 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

S.C.A. Investigation Data

City of *Milton-Freewater* Date *9/15* [illegible] Div. *E*
19__ [illegible]
Population: 19*65* *425*[illegible]
Street *Elizabeth Street from Broadway to N.E. Fifth Ave*

No. previous projects *6*
Last project *196*[illegible] (year)
Total SCA funds $ *105,8*[illegible]
Funds/capita $ *23.*[illegible]
Average/capita $ *17.8*[illegible]

EXISTING

Surface now in place: A.C. ____ Oil ____ Gravel ____ Concrete ________
Surface width: ________ feet, Shoulder-shoulder width: ________ feet
C-C width: ________ feet, R/W width: *60* feet
Remarks: [illegible] *of chuck holes and part of the Street* [illegible] *PWD* [illegible] *2 good cross* [illegible] *Jack* [illegible]

PROPOSED

Surfacing: A.C. ____ Oil ____ Other ________
Pave. width: ____ feet, Shoulder width ____ feet, C-C width: *44* feet
BASE DESIGN: A.C. *3"* inches, Leveling *2"* inches, Base *10* inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: *0265* mile, *1400* feet. Type curb: *Type "A"*
Remarks: ________

Quotation by Baldwin & Sunderland, Inc.

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 750
Clearing & grubbing	all	all	L.S.	500
General excavation	c.y.	4570	1.50	6855
Concrete sidewalks	sq. yd.	—	5.50	-0-
Trench excavation	c.y.	43	7.00	301
Watering	M-gal.	93	6.00	558
Level material (3/4-0)	c.y.	520	4.75	2470
Base material	c.y.	2840	4.25	12,070
Asphalt	ton	1200	10.00	12,000
Binder 6300 Sq Yd @ 0.40	all	all	L.S.	2520
Concrete inlets	each	4	300	1200
Culvert pipe 15"	lin. ft.	120	6.00	720
Concrete curbs 2700' @ 2.50	~~c.y.~~ Lin Ft	2700	2.50	6750
Adjust Manholes	each	3	60.00	180
Extension Driveway	each	13	50.00	650

*Items include 10% allowance

Total	$ 47,524
Perm. signing ($100/intersection)	200
Flagging	500
Total	$ 48,228
Engineering & contingencies 14½% ~~(20%)~~	6 994
Total	$ 55222
City's estimated share of survey	1370
TOTAL ESTIMATED COST	$ 56,592

57,[illegible]

REQUEST A QUOTATION OF ESTIMATED CONSTRUCTION COSTS

~~[illegible]~~

S.C.A. [illegible] Data

City of [illegible] Date [illegible]

Population: 1970 1500 19[illegible]

Street [illegible]

Road [illegible] th

SCOPE

Length [illegible] feet

Remarks [illegible] wide

ESTIMATE

Item		Unit	Total	Price	Amount
Temp. protection [illegible] of traff ($500-$1,000)		all	all	750.00	750.00
Clearing and grubb		all	all	500.00	500.00
General excavation		c.y.	4570	1.50	6855.00
Concrete sidewalks		sq. yd.	-	5.50	-0-
Trench excavation		c.y.	43	7.00	301.00
Watering		M. gal	93	6.00	558.00
Level material ([illegible])		c.y.	520	4.75	2470.00
Base material		c.y.	2840	4.25	12,070.00
Asphalt		ton	1200	10.00	12,000.00
Binder	6300 S.Y.	all	all	.40	2520.00
Concrete inlets		each	4	300.00	1200.00
Culvert pipe		lin. ft.	120	6.00	720.00
Concrete curbs	2700'	c.y.	152	2.50	6750.00
Add. manhole		each	3	60.00	~~[illegible]~~ 180.00
Extension driveway		each	13	50.00	650.00

*Items include 10% Allowance

Total	$47,524.00
Perm. signing ($100/intersection)	200.00
Flagging	500.00
Total	$48,228.00
Engineering & contingencies (20%)	
Total	
City's estimated share of survey	6994
TOTAL ESTIMATED COST	$55222

14 1/2 %

* THEY WOULD DO SURVEY & LAYOUT

1370 P.E.

56,592

Preliminary Engrng.

1500 × 30222/55,222 = 1370 ~~4130~~

56,592
11% by city 6,225
62,817

62817
25000 SCA
37,817 ← This

PREPARED BY JERRY STALDER, ESTIMATOR
BALDWIN & SUTHERLAND, INC.

VERBAL TO COMMISSION
BY STALDER

56,592
56,592
$62,252.20

August 27, 1970

RECEIVED
COUNTY & CITY SECTION
AUG 27 1970
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Mr. Henry Schneider
City Manager
P.O. Box 108
Milton-Freewater, Oregon 97862

Dear Mr. Schneider:

It is planned to submit your proposed project on Elizabeth Street to the Highway Commission for consideration of construction (1971) under the Special City Allotment Act (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation is roughly estimated to cost $74,000 for providing a 44-foot curbed street section; State's share is $25,000.

Should the Highway Commission look with favor on your project, would the City of Milton-Freewater be willing and able to pay all costs of the project in excess of $25,000?

Early receipt of a letter stating Milton-Freewater's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

H. S. Cox

By:
Oscar H. Norberg
Cities Engineer

OHN:lat

RECEIVED
AUG 25 1970
FOR FILING

330-1730
7565

August 24, 1970

Mr. Ollen E. Troyer
Secretary-Treasurer
Milton-Freewater Labor Camp, Inc.
6½ N. E. 5th Avenue
Milton-Freewater, Oregon 97862

Dear Mr. Troyer:

Reference is made to your letter of August 19 urging the State to give strong consideration to the improvement of Elizabeth Street between Broadway and N.E. 5th Avenue.

This street has been investigated, but it must be compared with the streets applied for by 38 other cities to determine the priority of streets that qualify under the provisions of ORS 366.805.

The Highway Commission will approve the 1971 projects in November or December and all applicants will be informed as soon as the determination has been made.

We appreciate the interest your organization has shown for the betterment of city streets, and we wish more could be done for all that need it.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
H. S. Cox
R. N. Bothman
H. S. Coulter

srb

MILTON-FREEWATER LABOR CAMP, INC.

6½ N. E. 5th Avenue

August 19, 1970

Edward

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

I read recently where consideration was being given to a joint State-City project to improve North Elizabeth Street between Broadway and N. E. 5th Avenue.

The Milton-Freewater Labor Camp, Inc. is located on this street which is the only means of access.

Increasingly heavy traffic has deteriorated the street to a point where it is beginning to affect our operation.

Request strong consideration be given toward giving this street a high priority within your funding program.

Yours truly,

Ollen E. Troyer
Ollen E. Troyer
Sec-Treas. M-F Labor Camp

K labor report

RECEIVED
AUG 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 21 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 21 1970
FOR FILING

330-1730
7565

August 21, 1970

Mr. Harry Ringhand, President
Milton-Freewater Chamber of Commerce
Milton-Freewater, Oregon 97862

3609

Dear Mr. Ringhand:

Reference is made to your letter of August 11 urging the State to give serious consideration to the City's request for assistance to reconstruct Elizabeth Street between Broadway and NE 5th Avenue under a Special City Allotment project.

The said street has been investigated, but it must be compared with the streets applied for by 38 other cities to determine the priority of streets that qualify under the provisions of ORS 366.805.

The Highway Commission will approve the 1971 projects in November or December and all applicants will be informed as soon as the determination has been made.

We appreciate the interest the Chamber of Commerce has shown for the betterment of city streets, and we wish more could be done for all that need it.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc City of Milton-Freewater

OHN:lat mc

bc	
R. L. Porter	R. N. Bothman
Tom Edwards	H. S. Cox
A. E. Johnson	H. S. Coulter
Victor D. Wolfe	

WHERE NATURE FAVORS THE FLAVOR
MILTON-FREEWATER, OREGON

MILTON-FREEWATER

CHAMBER OF COMMERCE

Organized in 1945

MILTON-FREEWATER, OREGON

August 11, 1970

Edwards

[illegible] Rd

REFERRED TO
admin
BY SECRETARY

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

The City of Milton-Freewater has filed a request for funds under ORS 366.805 to pave, curb and gutter Elizabeth Street between Broadway and N. E. 5th Avenue.

We would like to emphasize this street bears a considerable amount of traffic in addition to traffic requiring P.U.C. and oversize permits. This street is in extremely poor condition.

The Milton-Freewater Chamber of Commerce therefore asks that the request of the City of Milton-Freewater be given strong consideration so that assistance will be received in making this necessary improvement.

Very truly yours,

Harry Ringhand

Harry Ringhand
President

HR;da

RECEIVED
AUG 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
COUNTY & CITY SECTION
AUG 18 1970
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
AUG 11 1970
FOR FILING

330-1730
7565

August 10, 1970

Mr. Ed Hoselton, Manager
Motor Vehicles Division
714 Plaza Way
Milton-Freewater, Oregon 97862

Dear Mr. Hoselton:

Reference is made to your recent letter pertaining to consideration of the reconstruction of a portion of Elizabeth Street N. between Broadway and N. E. 5th Avenue in Milton-Freewater.

We appreciate your concern and interest in this matter; however, this street is not on the State Highway System.

We are in receipt of a request from the City of Milton-Freewater for inclusion of this portion of Elizabeth Street in the 1971 Construction Program pertaining to local streets.

We cannot, at this time, assure anyone that the project will be constructed under this program, as this can only be determined after a comparison with the various other requests, evaluations, and recommendations made to the Highway Commission.

We trust this will answer your request and suggest you pursue the matter via City officials.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
R. N. Bothman
H. S. Cox
H. S. Coulter

DNH:lat srb

cc: City of Milton-Freewater

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1970

SUBJECT: Street Improvement
Milton-Freewater

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

OFFICE

Herewith are a letter and suggested reply pertaining to improvement on Elizabeth Street within the City of Milton-Freewater.

This is not a state highway and City has requested a 1971 SCA project on said street.

Why this came to our office I do not know, but I suspect he has some inside info on this.

H. S. Cox
County and City Engineer

By

D. N. Harwell

D. N. Harwell
Coordinator

DNH:lat

Encl.

cc: R. N. Bothman

RECEIVED
AUG 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

G C.

COMMUNICATIONS-TELETYPE
RECIPROCITY-PRORATION
DRIVERS LICENSE
REGISTRATION

STATE OF OREGON
DEPARTMENT OF MOTOR VEHICLES
SALEM, OREGON 97310

FINANCIAL RESPONSIBILITY
FUELS TAX-USE FUELS TAX
GAS TAX REFUND
TRAFFIC SAFETY

Oregon State Highway Division
Salem, Oregon

Dear Sirs,

This is to inform you that the thru truck traffic requiring PUC and oversize permits have been routed via N Elizabeth st. between 5th and broadway in Milton Freewater.

As manager of the field office of the Motor Vehicles Division, PUC and State Highway Permit office I suggest the State Highway Division consider the rebuilding and paving of North Elizabeth between these two streets.

The street is in bad shape and we have had a number of complaints from the drivers.

MAINTENANCE ENGINEER
RECEIVED
AUG 6 1970
☐ ME ☐ AME ☐ AME ☐ OE ☐ AG
☐ BS ☐ ABS ☐ AA ☐ FILE ☐ TA

Thank You,

Ed Hoselton, Mgr
Motor Vehicles Division
714 Plaza Way
Milton-Freewater 97862

Phone - 938-3100

RECEIVED
COUNTY & CITY SECTION
AUG - 6 1970
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
AUG 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

MILTON-FREEWATER
ALL AMERICA CITY
CAPITAL OF THE WO

Council-Manager Government Since [illegible]

MILTON-FREEWATER

State of Oregon

PHONE 503-938-5531   CITY HALL, 722 SOUTH MAIN

Waimate
New Zealand

**OFFICE OF
CITY MANAGER**

REFERRED TO
Co-City
BY SECRETARY

August 6, 1970

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

The city has filed a request for funds under ORS 366.805 to pave, curb and gutter Elizabeth Street between Broadway and N. E. 5th Avenue in Milton-Freewater.

We would like to emphasize this street bears a considerable amount of traffic in addition to traffic requiring P. U. C. and oversize permits and is in extremely poor condition.

Request strong consideration be given our request for assistance in making this necessary improvement.

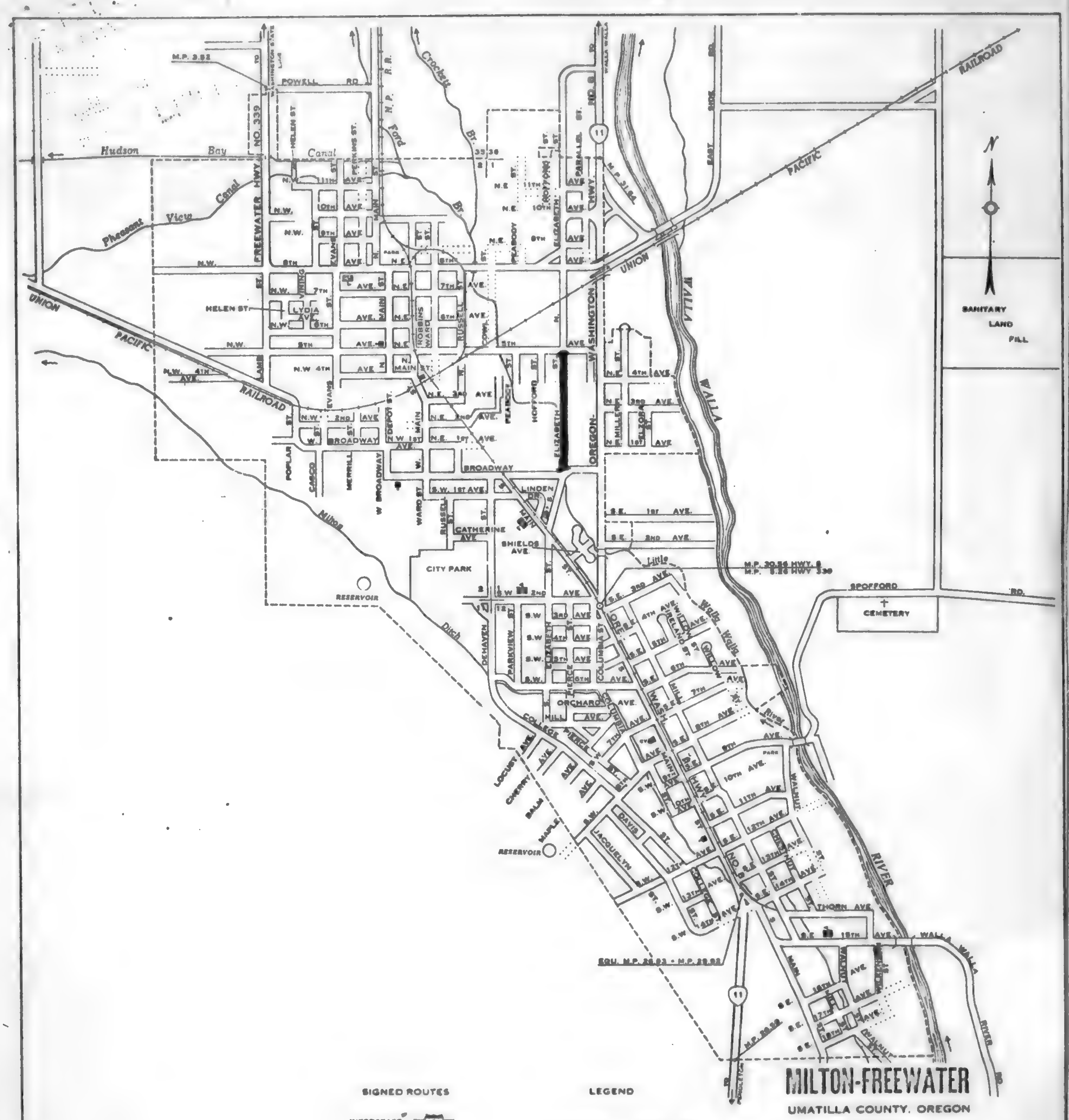
Sincerely,

Henry Schneider
City Manager

HS:pb

RECEIVED
COUNTY & CITY SECTION
AUG - 7 1970
☑ ENGR. ☑ COOR. ☐ OE ☐ PE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
AUG 7 1970
OREGON
STATE HIGHWAY COMMISSION


Hudson Bay Canal
Pheasant View Canal
Crockett Br.
Ford Br.
Milton Ditch
Little Walla Walla River
WALLA WALLA RIVER
UNION PACIFIC RAILROAD
N.P. R.R.
POWELL RD.
FREEWATER HWY NO. 339
WASHINGTON STATE LINE
M.P. 3.92
OREGON-WASHINGTON HWY
RD. 8
TO WALLA WALLA
EAST SIDE RD.
SANITARY LAND FILL
N
HELEN ST.
LYDIA AVE.
EVANS
VINING
LAMB ST.
MAIN ST.
ROBBINS
WARD
RUSSELL
COWL
PEABODY
HOFFORD ST.
ELIZABETH
PERKINS ST.
BROADWAY
W BROADWAY
POPLAR
CASCO
MERRILL
DEPOT ST.
LINDEN DR.
CATHERINE AVE.
SHIELDS AVE.
CITY PARK
RESERVOIR
DEHAVEN
PARKVIEW ST.
ORCHARD AVE.
MILL
COLLEGE AVE.
PIERCE ST.
LOCUST
CHERRY
DALE
MAPLE
DAVIS ST.
JACQUELYN
COLUMBIA ST.
WALNUT
THORN AVE.
M.P. 30.56 HWY. 8
M.P. 5.28 HWY 339
SPOFFORD RD.
CEMETERY
EQU. M.P. 29.93 - M.P. 29.92
M.P. 28.98
TO PENDLETON
SIGNED ROUTES
INTERSTATE
U S
ORE
LEGEND
Post Office
Public Bldg
City Hall
Court House
Armory
Library
School
R R Depot
Street open for travel
Street dedicated but not open
City Limits
City Center M P

MILTON-FREEWATER

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 6,200

Scale in Feet

Revised April [illegible]

NOTED
H. S. COX

July 10, 1970

Mr. Rick Hoebee
News Editor, Valley Herald
Box 288
Milton-Freewater, Oregon 97862

Dear Sir:

In the July 9th article regarding a Special City Allotment grant of $25,000 on Elizabeth Street in Milton-Freewater, there seems to be a misunderstanding. It is premature to state which cities will get a grant because only ten out of thirty-nine cities can get a grant for 1971.

The determination of which cities will qualify for their grants will be as set forth in ORS 366.805. This act requires that a city of less than 5,000 population can apply for a Special City Allotment grant on a street showing excessive wear due to heavy and unusual traffic or from a sudden increase in population in the area.

The recipients of grants will not be known until after the State has made an investigation of every street applied for and the Highway Commission has approved a street project in each of about ten cities where the need is most urgent from the conditions set forth in the act. The Commission approval normally is made in December for the following year and the cities are notified soon thereafter.

The cities submit applications to July 1 of each year. Therefore, many of the streets to be considered for 1971 have not been investigated. The determination is based on many factors, such as population in the area, the type and volume of traffic, the previous grants made in a town, with a per capita comparison, the importance of the street trafficwise, and other considerations of concern to the traveling public.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H Norberg

Oscar H. Norberg
Cities Engineer

Noted
Oscar H. Norberg

NOTED
RICHARD BLADORN

NOTED
P. B. [illegible]

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OHN:lat
cc Henry Schneider, City Manager
Milton-Freewater

S.C.A. Investigation Data

City of *Milton-Freewater* Date *7/ /70* Div. *E*
Population: 19*65* *4257* 19*70* *4500*
Street *Elizabeth from Broadway to 5th Street*

No. previous projects *6*
Last project *1966* (year)
Total SCA funds $ *105,872*
Funds/capita $ *23.53*
Average/capita $ *17.57*

EXISTING

Surface now in place: A.C. ___ Oil *& [illegible]* Gravel ___ Concrete ___
Surface width: ___ feet, Shoulder-shoulder width: ___ feet
C-C width: *44* feet, R/W width: *60* feet
Remarks: *This old [illegible] is full of chuckholes and [illegible] street is [illegible] stone [illegible]. There is considerable heavy traffic [illegible]. This street would [illegible]. I talked to the City Mgr. & Supt [illegible] & [illegible].*

PROPOSED

Surfacing: A.C. ___ Oil ___ Other ___
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: *44* feet
BASE DESIGN: A.C. *3* inches, Leveling *2* inches, Base *10* inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: *0265* mile, *1400* feet. Type curb: *Type "A"*
Remarks:

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000) *750*	all	all	$ L.S.	$ *900*
Clearing & grubbing *500*	all	all	L.S.	—
General excavation *150*	c.y.	*4570*	*2.75*	*12,568*
Concrete sidewalks	sq. yd.	—		
Trench excavation	c.y.	*43*	*4.00*	*172*
Watering	M-gal.	*93*	*4.00*	*372*
Level material (3/4-0)	c.y.	*520*	*5.50*	*2 860*
Base material	c.y.	*2840*	*4.50*	*12,780*
Asphalt	ton	*1200*	*15.00*	*18,000*
Binder	all	all	L.S.	*1,085*
Concrete inlets *G-1*	each	*4*	*150.00*	*600*
Culvert pipe *15"*	lin. ft.	*120*	*5.00*	*600*
Concrete curbs *Type "A"*	c.y.	*152*	*55.00*	*8360*
Adj MH	*Each*	*1*	*100.00*	*100*
Extension [illegible]	*Each*	*13*	*75.00*	*975*

8000
7.00
6.
4.50
15.00
600

*Items include 10% allowance

Total $ *59,372*
Perm. signing ($100/intersection) *200*
Flagging *500*
Total $ *60,072*
Engineering & contingencies (20%) *12,014*
Total $ *72,086*
City's estimated share of survey *1630*
TOTAL ESTIMATED COST $ *73,716*

2500 × 47,090 / 72,090 = 1630

504 ~~[illegible]~~ 74,000

Elizabeth St., Milton Freewater

0.265 Broadway - 1400'

0.25 End Part

N 0.0 5Th Ave

0.245 Actual Part - Part ends 1300±

$53,500

5 small 8 large Dwys

6×3×5 = 90 □ yds

3×15×3 = 90 □ yds

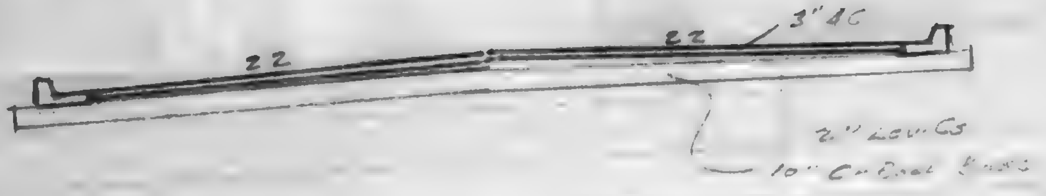
5×10×3 = 150 □ yds

330 × 2 × 0.006 = 40 Tons AC

$$\begin{array}{r} 38 \\ \underline{13} \\ 114 \\ \underline{38} \\ 494 \end{array}$$

7/1/70

Milton : Freewater
Elizabeth Street
from Broadway to 5Th



Gen'l. Exc. $46 \times \frac{1.75 \times 1400}{27} \times 1.1' = 4570$ C.Y.

3
2
10
6
21"

Trench Exc $120' \times 3.5 \times \frac{2.5 \times 1.1'}{27} = 43$ C.Y.

18" Pipe 120'

4 G-1 Inlets

Base $46 \times \frac{.83 \times 1400}{27} \times 1.43 = 2840$ C.Y.

Lev. Cs $41 \times \frac{0.17 \times 1400}{27} \times 1.43 = 520$ C.Y.

watering $3360 \times 0.0275 = 93$ M-Gals

Binder Cs $4100 \times .265 = \$1085$

Type "A" Curb $2800 \times 0.54 = 15[illegible]$ C.Y.

3" A.C. $14.0 \times 82.3 = 1155$ Tons
45 in Dwys
1200 Tons

Adjust M.H. 1

NOTED
H. S. COX

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 28, 1970

City of Milton-Freewater
Post Office Box 108
Milton-Freewater, Oregon 97862

Gentlemen:

This is to acknowledge receipt of a resolution adopted by the City of Milton-Freewater requesting aid from the annual $25,000 Special City Allotment fund.

Enclosed are two sets of project data sheets which are to be filled out for the requested street improvement. Please make appropriate entries on both sets, retain one set for your records, and forward one set to this office. Expeditious handling of this matter will be appreciated.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1971 program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
H. S. Cox
County and City Engineer

RECEIVED
FEB 10 1970
ENGINEER
COUNTY & CITY DIVISION

OHN:ljt
Encl: SCA Project Data Form

NOTED
P. B. Arensmeier

February 9, 1970

Find enclosed project data as requested.

NOTED
MAINOR C. HOLMES

Henry Schneider
City Manager

Noted
Oscar H. Norberg

NOTE
ON HA

RECEIVED
FEB 10 1970
ENGINEER
COUNTY & CITY DIVISION

SCA

PROJECT DATA, CITY OF Milton-Freewater Date 15 January 1970

To be financed by Special City Allotment Fund and necessary city funds.

Street name Elizabeth Street between N. E. 5th & Broadway
(Locate project on attached map.)

Project length 1340 feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: ____ feet, width of shoulders: ____ feet

Curbed section; width curb to curb: 44 feet

Remarks Type A curb and gutter

Surface now in place: Oil ____ Paving * Gravel ____
*Low bituminus surfacing.

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: Broadway 60 feet - N. E. 5th Ave. 40 feet

Are intersecting streets curbed? Yes X No ____

Remarks

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: N/A feet

City to construct curbs? Yes ____ No X

To be constructed as part of project? Yes X No ____

Length of desired radius on curb returns: 15 feet (average)

Does city desire special type of curbs? Yes X No ____

Explain: Type A curb and gutter

SIDEWALKS (All new sidewalks to be constructed at City's expense.) - - - - - -

Are sidewalks now in place? Yes____ No X

Present sidewalks, Length: N/A feet; Width: N/A feet

Distance between present sidewalks: N/A feet

Are sidewalks to be constructed as part of project? Yes____ No X

Width of sidewalks to be constructed: N/A feet

Are sidewalks to be constructed only on one side of street? Yes N/A No N/A

Are sidewalks to be constructed on both sides of street? Yes N/A No N/A

Give: Length to be constructed and On which side of street

_______feet N.___ S.___ E.___ W.___

_______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes N/A No N/A

Is utility strip required? Yes N/A No____; Width: _______feet

Remarks____

STORM SEWERS -

Now in place? Yes____ No____ * Little Walla Walla River runs par~~r~~allel to project approximately 800 feet.

If yes, are they adequate for increased flow? Yes X No____

Indicate depth of main lines from present surface: N/A feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes X No____

[Show location of outfall on city map.]

SANITARY SEWERS -

Now in place? Yes X No____ [NOTE: City to adjust if required.]

If yes, indicate depth of sewers from present surface: 7 - 8 feet

Remarks Major portion of sewer will be replaced prior to project at city expense.

WATER MAINS: (City to adjust if required.)

Now in place? Yes ___ No X

If yes, how deep from present surface? 3 - 4 feet

Remarks New 8 inch line to be laid prior to project at city expense.

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes X No ___

Asphaltic concrete? Yes X No ___

Portland cement? Yes ___ No X

How many? 5 approximately

Must driveways be Portland cement to comply with city code? Yes ___ No X

Is there a city ordinance specifying width and number of driveways permitted?
Yes X No ___ (If yes, please include copy of ordinance.)

Remarks Ordinance No. 195 Code 3-110, 3-320

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ___

Electric poles? Yes X No ___

Which company? City owned
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes N/A No N/A

Which company? N/A

Railroad tracks? Yes ___ No X

Which company? ___

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks ___

SCA

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks ______________________________

GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date 1 July 1970

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: Within one-quarter mile of center of project as shown on map.

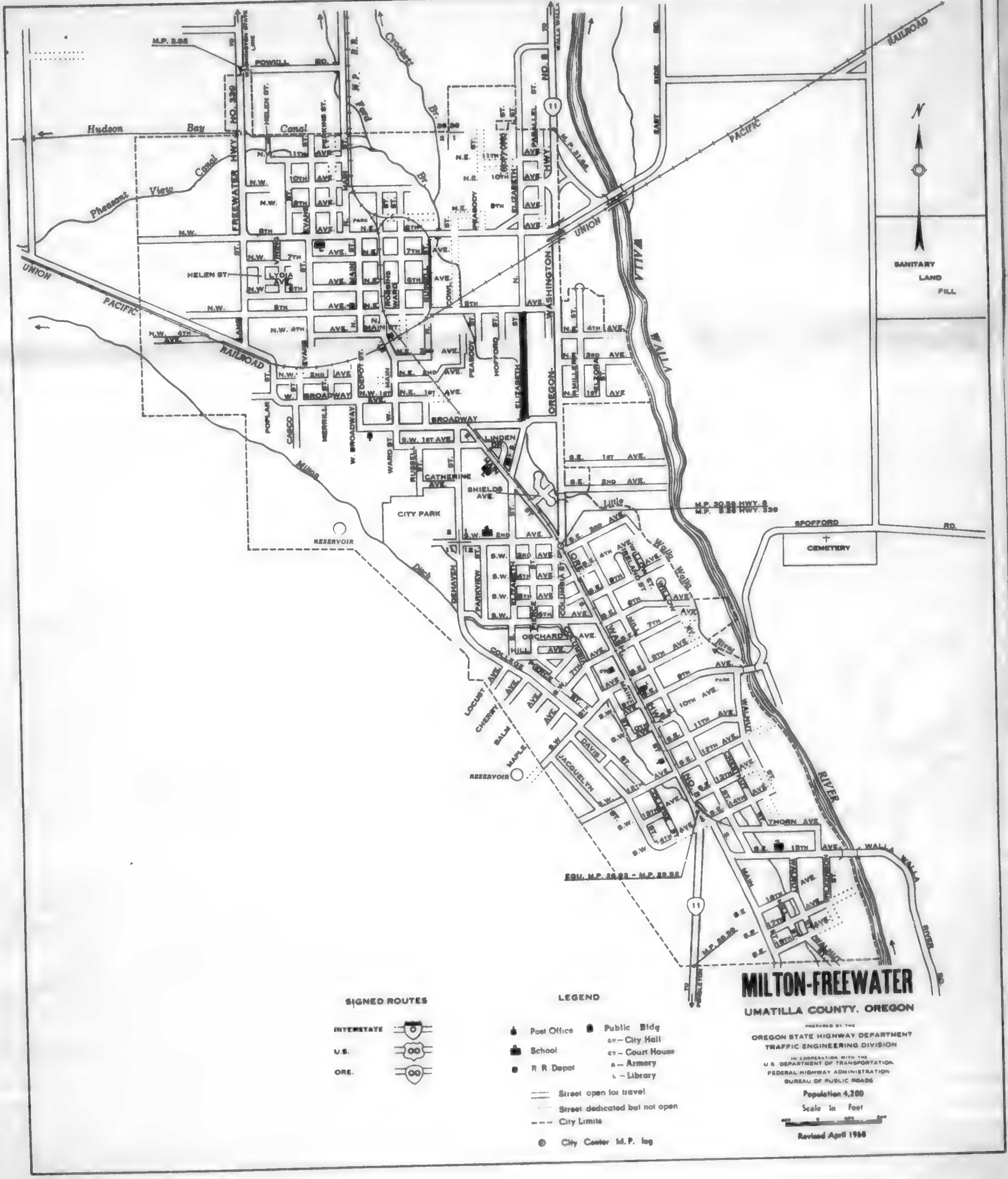
General remarks: City will pay portion then Bancroft remainder of city portion of project.

By ______________________ Mayor

By ______________________ ~~City Recorder~~ City Manager

By Jack D King City Engineer

Attached copy Ord. 195
and city map



N
Hudson Bay Canal
Pheasant View Canal
POWELL RD.
FREEWATER HWY. NO. 339
UNION PACIFIC RAILROAD
WALLA WALLA RIVER
Little Walla Walla River
Milton Ditch
CITY PARK
RESERVOIR
CEMETERY
SPOFFORD RD.
SANITARY LAND FILL
BROADWAY
WASHINGTON
OREGON-WASHINGTON HWY. NO. 8
HELEN ST.
LYDIA AVE.
CATHERINE AVE.
SHIELDS AVE.
LINDEN
ORCHARD AVE.
COLLEGE
DAVIS
JACQUELYN
THORN AVE.
LOCUST
CHERRY
BALM
MAPLE
PARKVIEW
DEHAVEN
WALNUT
M.P. 3.98
M.P. 20.56 HWY. 8
EQU. M.P. 20.93 - M.P. 20.93
TO PENDLETON
11

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
School
R R Depot
Public Bldg
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits
City Center M.P. log

MILTON-FREEWATER

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 4,200

Scale in Feet

Revised April 1968

ORDINANCE NO. 195

AN ORDINANCE RELATING TO RESIDENTIAL AND COMMERCIAL DRIVEWAY APPROACHES AND CURB CUTS; REGULATING SIZE, LOCATION, NUMBER AND CONSTRUCTION OF SAME; PROVIDING FOR VARIANCES.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MILTON-FREEWATER, OREGON AS FOLLOWS:

Section 1. Code provisions 3-310 - 3-320 are hereby enacted to read as follows:

3-310. Definitions: For the purpose of this Section of the Milton-Freewater Code the following definitions shall apply.

a. Driveway. A driveway is an area on private property where automobiles and other vehicles are operated or allowed to stand.

b. Driveway Approach. A driveway approach is an area, construction or improvement between the roadway of a public street and private property intended to provide access for vehicles from the roadway of a public street to a definite area of the private property, such as a parking area, a driveway, or a door at least seven feet wide, intended and used for the ingress and egress of vehicles. The component parts of the driveway approach are termed the apron, the end slopes or the curb return, and the sidewalk section.

c. Apron. The apron is that portion of the driveway approach extending from the gutter flow line to the sidewalk section and lying between the end slopes of the driveway approach.

d. End Slopes. The end slopes are those portions of the driveway approach which provide a transition from the normal curb and sidewalk elevations to the grade of the apron, either by means of a sloping surface or by means of a curb return together with the area between the projected tangents of the curb return.

e. Sidewalk Section. The sidewalk section is that portion of the driveway approach lying between the back edge of the sidewalk and the apron, plus the end slopes measured at the front edge of the sidewalk.

f. Curb Return. The curb return is the curved portion of a street curb at street intersections or the curbed portion of a curb in the end slopes of a criveway approach.

3-311. Permit Required. No person, firm or corporation shall remove, alter, or construct any curb, sidewalk, driveway approach, gutter, pavement, or other improvement in any public street, alley or other property owned by or dedicated to or used by this City and over which it has jurisdiction to regulate the matters covered hereby, without first obtaining a permit from the City Engineer, and no permit shall be granted until the applicant shall file with the City Engineer for his approval one copy of a drawing showing the location and size of all such proposed improvements to serve the property affected.

3-312. Application for Permit. Application for permits to construct such improvements shall be made to the City Engineer on forms provided for that purpose.

3-313. Approval of application and Issuance of Permit. Before approving the drawing of such improvement and issuing the permit, the City Engineer shall determine that the proposed improvement is in conformance with the provisions and standards hereinafter set forth.

3-314. Prohibited Locations.

a. No driveway approach shall be permitted to encompass any municipal facility. Under the permit provided for herein applicant may be authorized to relocate any municipal facility, including any within the limits of a curb return which may be encroached upon as allowed under subsections c and d of this section.

b. At street intersections no portion of any driveway approach, including end slopes, shall be permitted between the limits of the intersection of the prolonged property lines and the curb, except as may be allowed under subsections c and d of this Section.

c. At street intersections no portion of any driveway approach, including end slopes, shall be permitted between the limits of the intersection of the prolonged back edges of the sidewalks and the curb, except as may be allowed under subsection d of this Section.

d. On all curb returns at street intersections where the radius is twenty-five (25') or more, driveway approaches, including end slopes, may encroach upon each end of the return for a distance equal to twelve and one-half per cent (12½%) of the total length of the arc of the curb return, thus leaving at least seventy-five per cent (75%) of the length of the arc of the curb return face free from driveway encroachment.

e. Notwithstanding the provisions of subsections b and c of this Section, at street intersections no portion of any driveway approach, including end slopes, shall be permitted between the points of curvature of the curb return where the radius of the curve is twenty feet (20') or less.

3-315. Length of Driveway Approach Apron. The length of driveway approach aprons shall not exceed the following dimensions:

a. For residential driveways, twelve feet (12') for single driveways and twenty feet (20') for double driveways.

b. For commercial driveways, when one or more driveway approaches serve a given property frontage, no single apron shall exceed thrity feet (30') in length if the property abuts a street where the speed limit is 25 miles or less per hour; or thirty-five feet (35') in length where the speed limit is above 25 but under 45 miles per hour; or forty feet (40') where the speed limit is 45 or more miles per hour; but any length in excess of thirty-five feet (35') is subject to the approval of the City Engineer. A safety island of not less than twenty (20') feet of full height curb shall in all cases be provided between driveway approaches serving any one property frontage.

c. Property frontage referred to herein includes approach areas directly in front of property owned or under the control of the applicant, and such area as may be opposite adjoining property which is used for approach purposes by right of easement or agreement with the adjoining property owner.

3-316. Construction Details.

a. All driveway approaches between the curb line and the property line shall be constructed of Portland cement concrete except as provided in 3-318. The concrete of the driveway approach, including the sidewalk section, shall be four inches (4") thick for residential approaches and six inches (6") thick for commercial approaches.

b. The sidewalk section of the driveway approach shall be finished and scored as specified by the City Engineer for typical sidewalk construction. Apron and end slope areas of the driveway approach shall be finished, after trowelling smooth and scoring, with a fiber push broom drawn over the surface parallel to the curb line.

c. Driveway approaches shall be constructed in accordance with the standard plans for driveway approaches as filed with the City Engineer, copy of which shall be furnished applicant at the time the application is filed.

3-317. Driveway Approaches Near Alleys. Driveway approaches located within five feet (5') of the existing curb return at an alley intersection may be merged with the alley intersection pavement, thus requiring the removal of the existing curb return; the total apron length plus the alley width, measured at the curb line of the apron to the opposite alley line, shall not exceed forty feet (40').

3-318. Areas of Limited Street Improvements.

a. Where standard gutters and curbs have been installed but concrete sidewalks have not been, the permit may authorize the applicant to construct the driveway approach from the curb line to the applicant's premises of the same materials as those used for paving applicant's premises. Such driveway approach shall be constructed to established grade and shall be adequate and suitable for the traffic to be carried by it. The permit shall provide and the applicant shall agree that if and when thereafter concrete sidewalks are constructed the applicant or his successor shall install concrete driveway approaches.

b. Where standard gutters and curbs have not been installed, the apron lengths set forth in 3-315 shall be measured along the property line and there shall be not less than twenty feet (20') of frontage between driveway approaches serving any one property. Permits shall not be issued for any surface improvement or paving on the street right of way between driveway approaches unless a concrete curb or other physical obstruction, of a design satisfactory to the City Engineer, is constructed and maintained by the applicant along his property line, so that the entrance and exit of vehicles to and from applicant's property will be restricted to the established driveway approaches. Pursuant to the permit provided for herein, applicant may surface the driveway approaches or other areas within the right of way by extending the same of type of paving used on applicant's premises so that it merges with the street pavement, provided applicant's paving is adequate and suitable for the traffic to be carried; such extended paving between the property line and the street pavement shall be to established grade or other slope fixed by the City Engineer to provide for proper runoff. Such paving between the property line and the street pavement may meet the street pavement at a point ahead of the curb opening in order to provide for safe decelleration of vehicles turning into the applicant's premises. If applicant's paving is extended beyond the property line into a street right of way at an intersection or crossroad, the City Engineer may require applicant to construct a suitable traffic island or curb to provide for the protection of such municipal facilities as may be necessary.

3-319. Public Property. City street rights of way may not be used for private commercial purposes. A permit for the construction of driveway approaches shall not be issued unless vehicles to be served or serviced can be parked entirely within the private property lines.

3-320. Unusual Conditions. The City Engineer is hereby authorized to grant in writing variances from the regulations and requirements of this ordinance, provided he first determines that the following conditions are present: (a) the variance requested arises from peculiar physical conditions not ordinarily existing in similar districts in the city, or is due to the nature of the business or operation upon the applicant's property; (b) that the variance requested is not against the public interest, particularly safety, convenience and general welfare; (c) that the granting of the permit for the variance will not adversely affect the rights of adjacent property owners or tenants; and (d) that the terms of this ordinance will work unnecessary hardship upon the applicant property owner or tenant.

PASSED by the Common Council and APPROVED by the Mayor this

________ day of March, 1960.

____
Mayor

ATTEST:

____
Recorder

8V-477

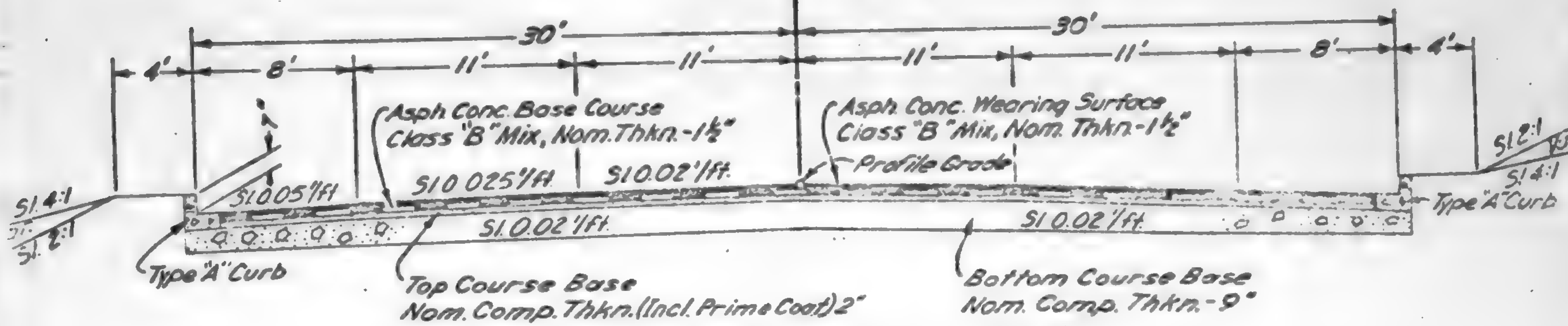
O[illegible]N STATE HIGHWAY DEPARTMENT
GRADING & PAVING
MILTON-FREEWATER (BROADWAY) SEC.
CITY STREET
UMATILLA COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	SHEET No.	TOTAL SHEETS
8	OREGON	STATE	NOVEMBER, 1966	1	1

Overall Length 0.23 Miles

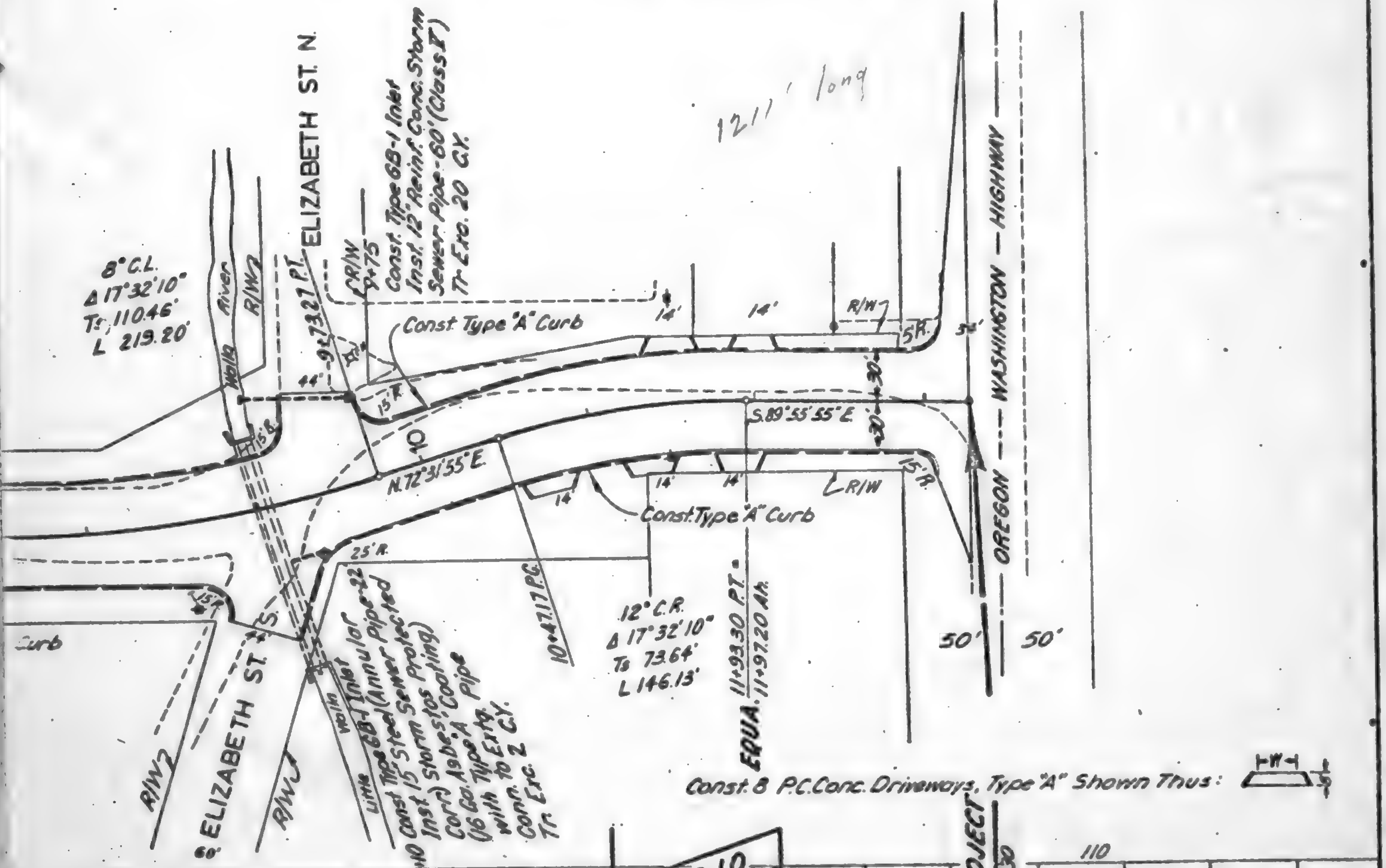
To be Accompanied by
Drg. No.
2077 Curb & Driveway
2105 Inlets

TYPICAL SECTION



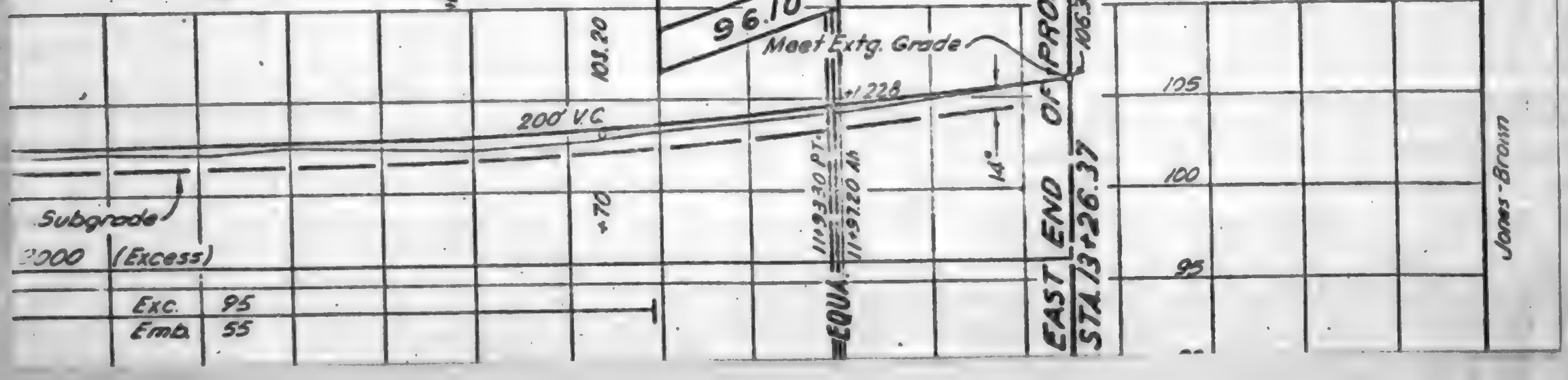
30'
30'
4'
8'
11'
11'
11'
11'
8'
4'
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. - 1½"
Asph. Conc. Wearing Surface
Class "B" Mix, Nom. Thkn. - 1½"
Profile Grade
Sl. 0.05'/ft.
Sl. 0.025'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 4:1
Sl. 2:1
Sl. 2:1
Sl. 4:1
Type "A" Curb
Type "A" Curb
Top Course Base
Nom. Comp. Thkn. (Incl. Prime Coat) 2"
Bottom Course Base
Nom. Comp. Thkn. - 9"

STA. 1+15 to STA. 13+26.37



1211' long
ELIZABETH ST. N.
ELIZABETH ST. S.
8° C.L.
Δ 17°32'10"
T = 110.46'
L 219.20'
Walla Walla River
R/W
9+73.27 P.T.
C R/W 9+75
Const. Type 6B-1 Inlet
Inst. 12" Reinf. Conc. Storm Sewer Pipe - 60' (Class I)
Tr. Exc. 20 C.Y.
Const. Type "A" Curb
44'
15' R.
15' R.
15' R.
25' R.
10
N. 72°31'55" E.
S. 89°55'55" E.
14'
14'
14'
14'
14'
R/W
5' R.
30'
30'
15' R.
R/W
Const. Type "A" Curb
10+47.17 P.C.
12° C.R.
Δ 17°32'10"
T = 73.64'
L 146.13'
EQUA. 11+93.30 P.T. = 11+97.20 Ah.
OREGON — WASHINGTON — HIGHWAY
50'
50'
60'
Curb
R/W
R/W
Little Walla Walla
Const. Type 6B-1 Inlet
Inst. 15" Storm Sewer Pipe - 32' (Annular Corr.) (16 Ga. Steel Pipe, Protected Coating) Type A Pipe with
Inst. 15" Storm Sewer Pipe (Asbestos Coating)
Conn. to Exist. Pipe
Tr. Exc. 2 C.Y.

Const. 8 P.C. Conc. Driveways, Type "A" Shown Thus:



96.10
103.20
Meet Extg. Grade
106.30
EAST END OF PROJECT
STA. 13+26.37
+1.228
200' V.C.
Subgrade
14"
+.70
EQUA. 11+93.30 P.T. = 11+97.20 Ah.
110
105
100
95
2000 (Excess)
Exc. 95
Emb. 55
Jones-Brown

Milton-Freewater (Broadway) ection
Grading and Paving

ov 1966

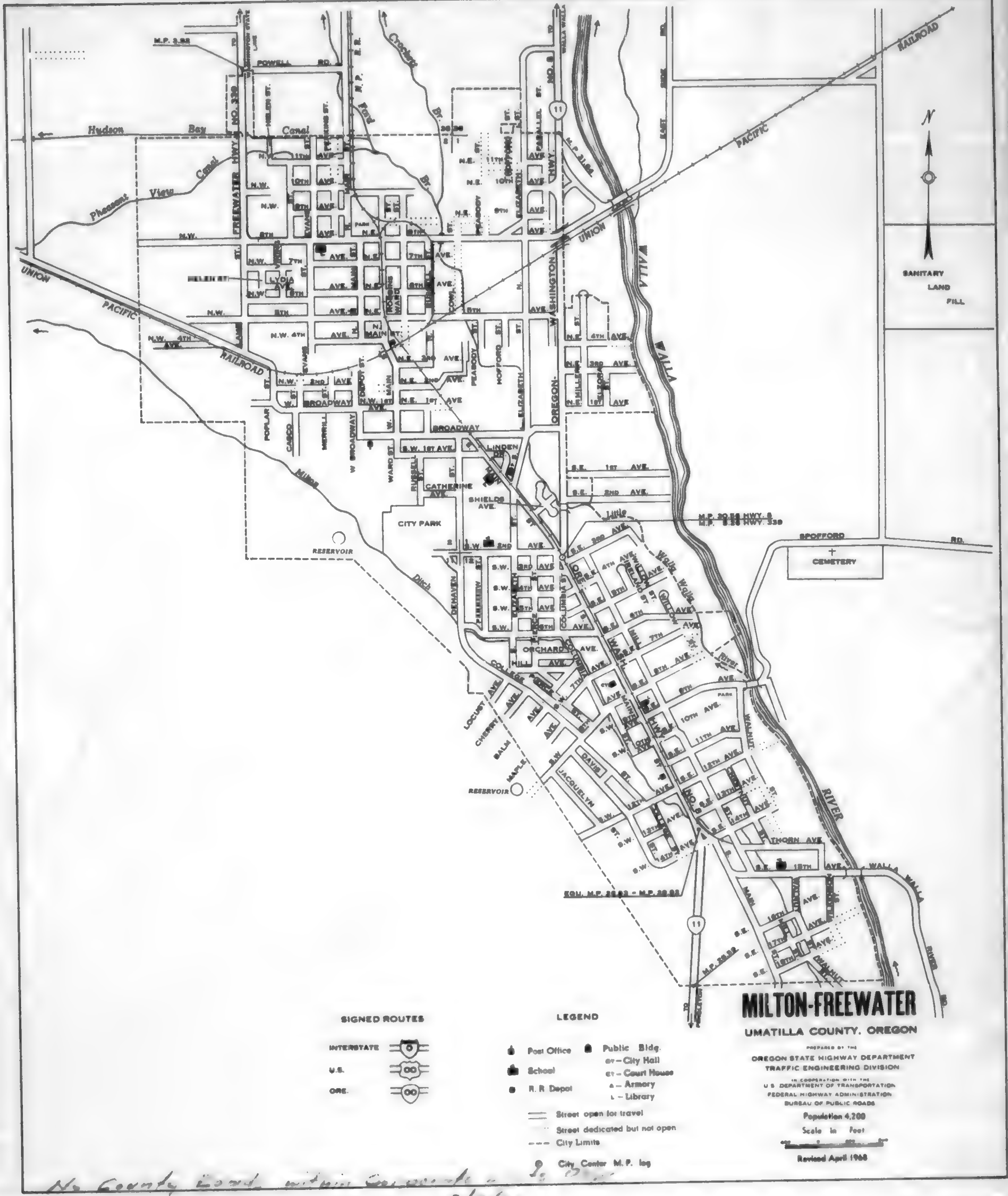
NO.	ITEM AND QUANTITY		UNIT	UNIT PRICE	AMOUNT
001	CLEARING AND GRUBBING	1.000	LUMP SUM	1,000.0000	1,000.00
002	GENERAL EXCAVATION UNCLASSIFIED	3,400.000	CU YDS	.6700	2,278.00
003	FINISHING ROADBED AND SLOPES	.230	MILE	750.0000	172.50
004	TRENCH EXCAVATION	90.000	CU YDS	6.0000	540.00
005	WATERING	100.000	M-GALS	3.0000	300.00
006	3/4IN-0 MATERIAL IN BASE	670.000	CU YDS	2.9000	1,943.00
007	STONE BASE	3,150.000	CU YDS	2.6500	8,347.50
008	3/4IN-0 AGGREGATE IN PRIME COAT	66.000	CU YDS	3.5000	231.00
009	MC-250 ASPHALT IN PRIME COAT	10.000	TONS	48.0000	480.00
010	CLASS B ASPHALT CONCRETE	1,460.000	TONS	9.1700	13,388.20
011	12-INCH SIPHON PIPE	140.000	LIN FT	9.0000	1,260.00
012	12-INCH STORM SEWER PIPE	130.000	LIN FT	4.5000	585.00
013	15-INCH STORM SEWER PIPE	24.000	LIN FT	5.5000	132.00
014	CONCRETE INLETS TYPE GB-1	5.000	ONLY	125.0000	625.00
015	CONCRETE CURBS	134.000	CU YDS	45.0000	6,030.00
016	CONCRETE DRIVEWAYS	250.000	SQ YDS	5.4000	1,350.00
				Total Amount of Contract	38,662.20

JONES SCOTT COMPANY
WALLA WALLA WASHINGTON

$$\frac{\$38{,}662}{1211} = \$31.9/ft$$

60' wide

3,19 x 1.20 = $38.2 W. Engr & Cont.


SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits
City Center M.P. log
UNION PACIFIC RAILROAD
Hudson Bay Canal
Pheasant View Canal
Milton Ditch
Walla Walla River
Little Walla Walla River
FREEWATER HWY. NO. 339
OREGON-WASHINGTON HWY. NO. 8
BROADWAY
CITY PARK
RESERVOIR
CEMETERY
SANITARY LAND FILL
SPOFFORD RD.
POWELL RD.
N
EQU. M.P. 29.92 – M.P. 29.92
M.P. 29.92
11

MILTON-FREEWATER

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 4,200

Scale in Feet

Revised April 1968

No County Roads within Corporate [illegible]
2/7/70

RESOLUTION 352

1-20-70

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Milton-Freewater is an incorporated city of the State of Oregon and has a population of 4500 as given by the latest official census; and

WHEREAS, the following street of said city, Elizabeth Street between East Broadway and Northeast Fifth Avenue is not a part of the state highway system, but is a street under the jurisdiction and control of said city which is "receiving excessive wear through heavy and unusual traffic," and

WHEREAS, said street is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named street of said city is in need of repair, reconditioning, and other major improvement.

2. That said street is in the present state and condition of disrepair by reason of excessive wear through heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said street as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Milton-Freewater does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate City Manager as the official representative of the city in all negotiations resulting from this request.

There is attached hereto and made a part hereof, a city map on which is indicated the street described in this resolution.

Passed and approved this 26th day of January, 1970.

L. M. York

L. M. York Mayor

ATTEST:

R. L. Tomlinson

R. L. Tomlinson Recorder

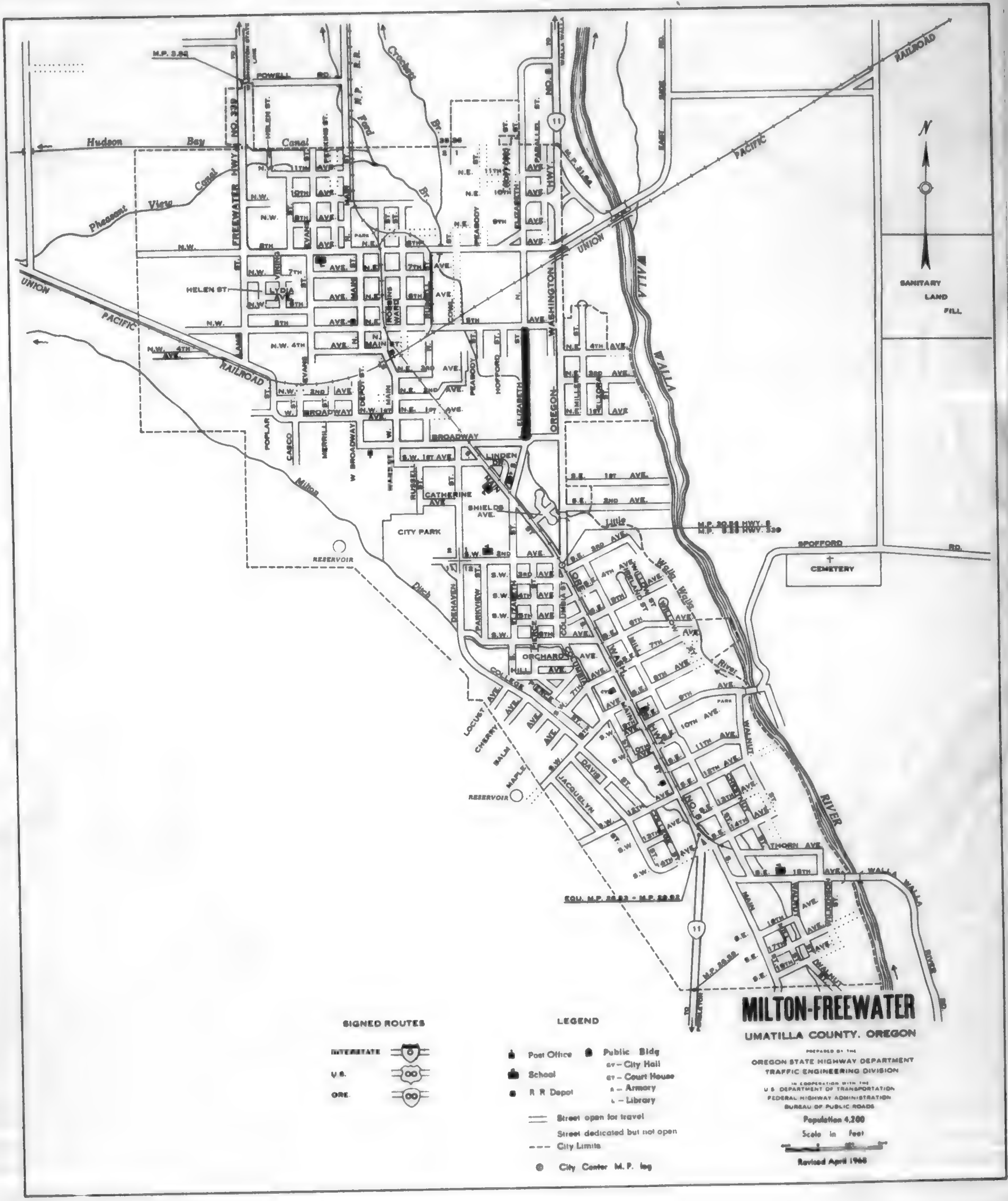
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Milton-Freewater at a regular meeting of said Council, held on the 26th day of January, 1970, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 26th day of January, 1970.

R. L. Tomlinson

R. L. Tomlinson Recorder

RECEIVED
JAN 28 1970
ENGINEER
COUNTY & CITY DIVISION


N
Hudson Bay Canal
Pheasant View Canal
Powell Rd.
Freewater Hwy. No. 339
Helen St.
Union Pacific Railroad
R.R.
Ford
Crockett Br.
Walla Walla Hwy. No. 8
Walla Walla River
Little Walla Walla River
Milton Ditch
Washington St.
Oregon St.
Elizabeth St.
Peabody St.
Hopford St.
Main St.
Robbins
Ward
Evans
Lydia
Lamb St.
Poplar St.
Casco
Merrill
Depot St.
W Broadway
Broadway
Russell St.
Catherine Ave.
Shields Ave.
Linden Dr.
City Park
Reservoir
Dehaven
Parkview
Columbia
Orchard
Hill Ave.
College Ave.
Locust Ave.
Cherry Ave.
Balm
Maple
Davis St.
Jacquelyn
Thorn Ave.
Walnut St.
Spofford Rd.
Cemetery
Sanitary Land Fill
M.P. 3.92
M.P. 20.54 Hwy. 8
M.P. 9.85 Hwy. 339
Equ. M.P. 29.83 = M.P. 29.93
M.P. 29.59
11
To Pendleton
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R R Depot
Public Bldg
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits
City Center M.P. log

MILTON-FREEWATER

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 4,200

Scale in feet

Revised April 1968

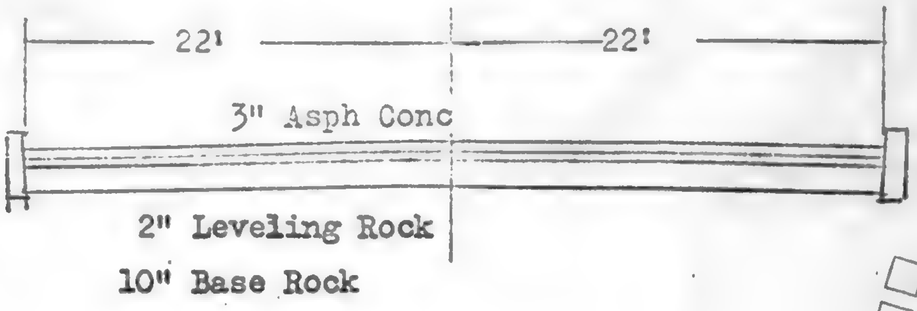
Form [illegible]

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section MILTON-FREEWATER (ELIZABETH ST) ~~Elizabeth Street(Milton-Freewater)~~
Date December 1, 1960
Highway City of Milton-Freewater CITY STREET
Authorization No. 1
County Umatilla Region 5
Survey Prefix 330-1494 (Assigned by Salem office)

Description of termini, route, length, etc.: Grade and pave Elizabeth Street from Breadway Street to N.E. Fifth Street, a distance af 0.26 miles



RECEIVED
COUNTY & CITY SECTION
JAN 27 1971
☐ ENGR. ☑ COOR. ☐ UPE ☐ CE ☐ AE ☒ UE ☐ CE ☐ RE ☐ RPE ☐

TYPICAL SECTION

Purpose of survey: Prepare plans and specifications and estimate of cost for the grading and paving ~~xxxx~~ 44 feet wide with curbs

Estimate of cost: Survey	(901)	$ 2,050 ~~xxxxxx~~	Final Design		500
Geology and soils	(910)	500	~~Utility~~	~~(911)~~	~~300~~
			Specifications	(921)	150

Special City Allotment 3,200.00

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ ~~xxxxxxxx~~
Previous authorization
Additional authorization requested
Additional authorization approved (Salem)
Total all authorizations approved (Salem)

Requests made by: H/ M. M. Stump Field Engineer

Recommended for Approval: L. Hall Design ~~Construction~~ Engineer

Recommended for Approval: Reg Maint ~~Division~~ Engineer

Approved: Ass't State Highway Engineer

SP*33449-734

PROGRAM & PLAN. DIV.
P. E. APPR.
FED. - AID STATE SC
[illegible] GIFFORD

I-80N-6(47) LaGrande-Ladd Canyon Sec., of 1971
265 Old Oregon Trail (Grad., pav.,
#7566 structures & sign.) Folder #2

7566 11-8-76 P

[illegible]

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.
La Grande - Ladd Canyon

COUNTY NAME

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-638

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 15 '76
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED: 4-7-71

DATE AUTHORIZATION EFFECTIVE: 10-26-76

FEDERAL ROUTE NUMBER: Interstate 80N

STATE ROUTE NUMBER: Primary 6

GENERAL LOCATION:
I80N - 2.0 miles SE of La Grande south 6.59 miles

GENERAL DESCRIPTION OF WORK:
Replace 4½ round steel posts & footings with 6" & 8" wide flange steel posts at signs #1,2,7 and 8.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXXX
XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 11-2-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 16 in the amount of $9,135 - Federal Funds $8,420.

DATE: 11-8-76

SIGNATURE OF APPROVING OFFICIAL

TITLE: Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: [illegible]

7566

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-625

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: - OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

2-20-76

REGION NO. 10	REPORT NO. 27	COUNTY Union	DIVISION Oregon
DATE OF REPORT 2/20/76	REPORT MADE BY R. A. Nichols, Area Engr		PROJECT NO. I-80N-6(47)265
COMPLETION DATE 10/24/73	ACCEPTANCE DATE BY CONTRACT AGENCY 7/30/75	TIME ELAPSED 100 %	CONTRACT TIME 90 Calendar Days
APPROVED EXTENSIONS None	LOCATION This project begins about two miles SE of LaGrande, Oregon and projects 6.58 miles southerly to the top of Ladd Canyon Pass.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LA GRANDE-LADD CANYON SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, and Signing

RECEIVED
FEB 24 1976
Office of
Assistant State Highway Engineer

2-24-76
cy cmat.

NOTED
H.S.COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard A. Nichols		SIGNATURE Original signed by E. J. Valach Dist. Engineer E. J. Valach	
TITLE Area Engineer	DATE 2/20/76	TITLE District Engineer	DATE 2/23/76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY 7566

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

To be completed by Washington Headquarters Personnel 2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

URBAN ( )
RURAL (X)

STATE: Oregon	COUNTY: Union		FEDERAL PROJECT NO.: I-80N-6(47)265	DATE STARTED: June 21, 1971
ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		7224	X781 X221 X080
20	FINAL CONSTRUCTION COST	DOL.	$6,303,806	592,171
21	LENGTH OF PROJECT	MILES	6.552	0.034

DATE COMPLETED: October 24, 1973

TOTAL NO. BRIDGES: 3

CARD A

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
	30	LABOR	TOTAL MAN HOURS 240,621	GROSS EARNINGS	2,311,553
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	2,357,794	201,692
	9	PETROLEUM PRODUCTS	GAL.	614,049	69,916
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	78,395	
	4	LUMBER	THSD BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	3,607,395	789,598
	8	STRUCTURAL STEEL	LB.		228,900
	10	EXPLOSIVES	LB.	449,222	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	364	4,899
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	283,125	
	15	AGGREGATES PRODUCED	TON	205,064	
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	3.756	
	17	FENCING	LIN. FT.	86,627	
	18	GUARDRAIL	LIN. FT.	11,783	
	19	BRIDGE RAIL	LIN. FT.		1,118
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	35,087	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		12	1,786
		15	4,465
		18	282
		24	1,302
		72	66
		8	388
CARD J	13	CONCRETE PIPE	
		12	2,253
		15	666
CARD K	14	CLAY PIPE AND DRAIN TILE	
		8	1,042
		12	1,016
		18	1,056
CARD L	25	CORR. ALUMINUM CULVERT	
		24	244
CARD M	26	CAST IRON PIPE	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel 48 52 | 53 61 | 62 70

CARD G

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72)

7566

15

February 11, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM C. T. Kassey
Construction Engineer

SUBJECT Request Federal Aid Project Acceptance
Federal Aid Project No. I-80N-6(47)265

Contract 7566, Work Completed October 24, 1973

Project La Grande-Ladd Canyon

Highway Old Oregon Trail

County Union

Acceptance: Transportation Commission July 30, 1973

Federal Highway Administration November 20, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Statement of Materials & Labor, Form PR-47 (3 copies)
Laboratory Materials Certification
Statement of Overruns and Underruns
Progress Estimate and Cost Report, Form E-498

DC:ljt
cc: Richard Hecok
R. D. Church

7566 48

August 28, 1975

The Travelers Indemnity Co.
Surety Dept.
707 SW Washington St.
Portland, OR 97205

Gentlemen:

A post-final payment for $6,000 will be made to Hughes and Ladd & Hughes and Ladd, Inc. on Contract No. 7566 for work on the La Grande-Ladd Canyon Section of the Old Oregon Trail in Union County as soon as the warrant is prepared.

The total amount paid on this contract will be $6,834,207.49 including the post-final payment. Of the total $329,394.33 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Hughes and Ladd &
Hughes and Ladd, Inc.
Box 736
Redding, CA 96001

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

7566

☆ U.S. GOVERNMENT PRINTING OFFICE: 197- - 732 - 629

STATE COPY

cc: ASHE (H S Coulter)
G K Messner

8-15-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10		Union	Oregon

IN COMPANY WITH

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
8-15-75	R. A. Nichols, Area Engr	I-80N-6(47)265

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100 %	100 %

LA GRANDE-LADD CANYON SECTION
OLD OREGON TRAIL HIGHWAY

The contract work was completed with the exception of reshaping a stockpile area near the end of the project late in 1973. The contractor had about 62,000 cy of crushed material stockpiled in this site and understandably did not want to level out this material and seed it. However, the project couldn't be accepted until the cleanup provision of the contract had been completed. The State has corresponded with the contractor and is on an intermittant basis and we all finally agreed to a course of action.

The agreement covered the following items:

1. The contractor would have until September 1, 1980 to remove the crushed material and restore the stockpile area.

2. The contractor, actually Davidson Bros. the crushing subcontractor, posted a $5,000 bond which would be forfeited if this work was done.

3. The contract work would be accepted.

I felt this was the most reasonable manner to handle this problem so on my recommendation Mr. Valach, District Engineer FHWA, notified the State that we accepted the project. Acceptance date July 25, 1975.

NOTED
H.S. COULTER

RECEIVED
SEP 30 1975
Office of
Assistant State Highway Engineer

9-30-75
ey Const.

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

7566

FORM 81-734-3030

FILE: CON 5 #7566

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 12, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Price Agreement No. 34
LaGrande-Ladd Canyon
Contract No. 7566
Claim Settlement

TO: MEMO TO THE FILES

The contractor presented a complex four-part claim based on an underrun in bid item number 11, extra for selected topsoil. This item underran some 68 percent (based on net quantities) because early removal of topsoil from fill areas was deleted through a significant length of the project on the northerly end. The contractor's first claim based on the quantity ratio changes, that is the effect of topsoil underrun on the general excavation item, was $84,089.45.

Claim two was based on increased haul costs for the topsoil work actually done and was in the amount of $4,581.52.

Claim three was for increased finishing costs on the topsoil work actually done, but only five inches deep versus the plan six inches deep. This claim was in the amount of $1,137.16.

Claim four was in the amount of $304.02 and was for additional weed removal on slopes where topsoil work was deleted. The contractor contended that the weed removal had to be done as a separate operation at additional cost, whereas had topsoil been placed on these outside slopes, the old weed growth would have been destroyed in the process.

The total amount of the contractor's claims was therefore $90,112.15. Payment on the large first claim was refused by the State and all four parts were carried to the Claims Review Board on January 24, 1975. It was the Claim Review Board decision to refuse claim one, but to pay parts two, three and four for a lump sum compromise settlement of $6,000 to settle all contract claims relating to topsoil work. The Region 5 field people had agreed that the amounts claimed on parts 2, 3 and 4 were reasonable. Price Agreement No. 34 was submitted to the contractor accordingly and he has just now signed and returned it. It constitutes complete and final settlement of all claims in the project for the amount of $6,000.

JB

JAB:fr

cc: Federal Highway Administration
E. S. Hunter
V. E. Skoog
R. L. Schroeder
Jack Sollis

RECEIVED
1975

7566

B

August 7, 1975

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

On August 5, 1975, we wrote to you concerning release of final payment on Contract No. 7566 awarded to Hughes and Ladd and Hughes and Ladd, Inc., for work on the La Grande-Ladd Canyon Section of the Old Oregon Trail in Union County.

Final payment on this contract is $42,261.53 and the total contract amount is $6,828,207.49 including $329,594.33 for work performed under force account.

Very truly yours,

G. W. Head
COMMISSION SERVICES

fkn

cc Hughes & Ladd and Hughes & Ladd, Inc.
Box 756
Redding, California 96001

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

7566

B

August 5, 1975

The Travelers Indemnity Company
Surety Department
707 S. W. Washington Street
Portland, Oregon 97205

Gentlemen:

Contract No. 7566 awarded to Hughes and Ladd and Hughes and Ladd, Inc. for grading, paving, structures and signing on the La Grande-Ladd Canyon Section of the Old Oregon Trail in Union County was completed on October 24, 1974 and accepted by the Administrator and State Highway Engineer on July 30, 1975.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before August 10, 1975.

You have been previously notified of claims filed against the contract which have been paid.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc: Hughes and Ladd and Hughes and Ladd, Inc.
Box 736
Redding, California 96001

bc: C. V. [illegible]
[illegible]
V. E. Shoop Attn: Dick [illegible]
W. E. Schwartz

FN:dp

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem
July 31, 1975

RDChurch
FROM: For C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 7566, Work Completed October 24, 1974

Project La Grande-Ladd Canyon

Highway Old Oregon Trail, County Union

Type of Work Grading, Paving, Structures and Signing

Contractor Hughes & Ladd and Hughes & Ladd, Inc.

Recommended Acceptance Date July 30, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

APPROVED
STATE HIGHWAY ENGINEER
DATE: 8-4-75

RC:bb

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

RECEIVED
STATE HWY ENGR
AUG 1 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8-5 letter written

7566 R

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 11, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

R. Church For

FROM C. T. Kassey
Construction Engineer

SUBJECT Request Contract Acceptance
Federal Aid Project No. I-80N-6(47)265

Contract 7566, Work Completed October 24, 1973

Project La Grande-Ladd Canyon

Highway Old Oregon Trail, County Union

Mr. Valach made conditional acceptance of this project effective November 20, 1973 pending disposition of stockpiled material and restoration of the area.

These conditions have now been fulfilled (copies of agreements attached hereto) and we now request that your office return a signed copy of this letter indicating final acceptance of the contract work.

Acceptance Date July 25, 1975

R J Valach
for G. L. Green
Oregon Division Engineer

RECEIVED
JUL 24 1975
Office of
Assistant State Highway Engineer

7-24-75
cy Kassey
Church

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JUL 24 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

EDC:ljt
cc: F. B. Klaboe
C. T. Kassey
Bob Church

Att.

Form 81-734-3123

7566

file

R

W. E. Schwartz
Attention: Dale Allen
Region 5

July 8, 1975

C. W. Mead
Commission Services

MISC. CONTRACTS and
AGREEMENTS No. 5387

Attached is a fully executed copy of an agreement with Davidson Bros., Hughes and Ladd, Inc., and the State for removal of crushed rock stockpiled on private property adjacent to and within view of the freeway on the La Grande-Ladd Canyon Section of the Old Oregon Trail in Union County (Contract No. 7566).

This agreement was approved by Chairman Jackson today. Would you please distribute copies to the contractor, subcontractor and other interested parties. We have retained the original copy for the Transportation Commission's files.

Also attached are copies of agreements with the subcontractor and Bill Beethman and a conditional use permit extension.

fkn
Atts.

cc H. S. Coulter
C. T. Kessay Attn: John Bond
(agrees. att.)

Form [illegible] 734-5110

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 1, 1975

FILE: CON 5 #7566

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: LaGrande-Ladd Canyon Section
Contract No. 7566
Stockpile Cleanup Agreement

TO: MEMO TO THE FILES

The intent of this agreement is "to show that the contractor has a commitment to remove the crushed rock and clean up the area. Some such indication is required by FHWA before we can get their acceptance of this project. Section 106.04 of the 1970 Standard Specifications requires that material sources which can be viewed from the public highway be cleaned up and brought to a condition meeting with the approval of the engineer. There has been some adverse comment about a stockpile which was left east of Pendleton on another project so the status of the stockpile of rock adjacent to the freeway on the subject project had to be determined and some reassurance given that it would be cleaned up in the future. The rock was produced from private property immediately adjacent to State right-of-way and/or excess excavation material in the vicinity. ~~It is stockpiled on private property.~~

A more involved earlier agreement was not executed because the property owner would not give permission for the State to enter into the property to remove the rock upon expiration of the permit, if that became necessary. This led to the drafting of this new, less binding and more open-ended agreement which still shows good faith on the contractor's part of his intentions to remove the rock, though it does not absolutely guarantee it and does not guarantee that the State will do so. A draft of the agreement was shown to FHWA Area Engineer before it was sent out to the field and we have some assurance that it will be acceptable to FHWA and will thereby clear the way for their acceptance of this project.

7-8-75 1055 AM.
Approved by
Mr. Jackson
JKKlaboe

JAB:fr

cc: H. S. Coulter
W. E. Schwartz

RECEIVED
STATE HWY ENGR
JUL 2 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
JUL 2 1975
Office of
Assistant State Highway Engineer

files

Approved by glj July 8, 1975

SUMMARY

Agreement between the State of Oregon and the prime contractor on Contract 7566, La Grande-Ladd Canyon Section, Old Oregon Trail, Union County, Hughes & Ladd, Inc., and subcontractor, Davidson Bros. Contractors, for removal of crushed rock stockpiled on private property adjacent to and within view of the freeway. This is a requirement in order to completely comply with the intent of the contract specifications. No cost to the State is involved.

NOTED
FRAN NEAVOLD

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE June 30, 1975

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Approval of five-year lease and subsequent cleanup of stockpile site
LaGrande-Ladd Canyon Section, Contract 7566

Davidson Bros. Contractors, a subcontractor on this project, has some 62,000 cubic yards of crushed aggregate piled on this site.

To permit finalizing this contract, the attached lease and a $5,000 deposit with the State Highway Division to insure cleaning up of the site is recommended.

HSC:ia

Att.

cc C. T. Keasey

RECEIVED
STATE HWY ENGR
JUN 30 '75
FOR

Info	Inv.	[illegible]	D.R.	[illegible]	Act	File

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
June 25, 1975

FILE: Cont. 7566

FROM: Dale D. Allen
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

Dale D Allen

SUBJECT: Surplus Rock Stockpile
La Grande-Ladd Canyon Section
Old Oregon Trail Highway
Union County
I-80N-6(47)265

This office has now received the following documents from Roy Ladd and Davidson Bros. that were required before the above project could be finaled:

1. Advance Deposit Check No. 192 for $5,000 (sent directly to Accounting Section with ORS No. 5-214.)

2. Original copy of signed agreement with Davidson and Ladd.

3. One copy of agreement between Davidson and property owner Bill Boothman.

4. Copy of Conditional Use Permit from Union County Planning Commission.

Upon execution of the attached agreement, this office would recommend that the final payment be released to Hughes & Ladd on Contract No. 7566.

DDA:sh
Enclosures

cc Hughes & Ladd
Accounting Section
J. R. Hagedorn

Sollis with all attachments.
Please add Legal approval
& forward to Coulter
J. Bond
cy: Church (transmittal letter only)
WK

Routing
2 Keasey — RECEIVED — Richards
1 Bond — Glenn
Jackmond — JUN 26 1975 — Berg
Harwood
Johnsen — CONSTRUCTION
Walker — SECTION

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
June 22, 1975

FROM: Dale D. Allen
Regional Construction Engineer

SUBJECT: ORS No. 5-214

TO: Charles W. Barrett
Ledger & Revenues Supervisor

Attached is ORS No. 5-214 and check no. 192 for $5,000.

This is the advance deposit check requested by the Highway Division to insure that Davidson Bros. removed the surplus aggregate from a stockpile site on the Ladd Canyon-North Powder project.

The terms of the agreement stipulate that the material must be cleaned up prior to September 1, 1980. Attached is a copy of the agreement which was submitted to the construction office this date for final approval.

DDA:sh
Enclosures

cc Construction Section

7566

R
File Copy

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE June 30, 1975

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Approval of five-year lease and subsequent cleanup of stockpile site
LaGrande-Ladd Canyon Section, Contract 7566

Davidson Bros. Contractors, a subcontractor on this project, has some 62,000 cubic yards of crushed aggregate piled on this site.

To permit finalizing this contract, the attached lease and a $5,000 deposit with the State Highway Division to insure cleaning up of the site is recommended.

HSC:ia

Att.

cc C. T. Keasey

7566

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
June ~~25~~, 1975
26

FILE: Cont. 7566

FROM: Dale D. Allen
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

Dale D Allen

SUBJECT: Surplus Rock Stockpile
La Grande-Ladd Canyon Section
Old Oregon Trail Highway
Union County
I-80N-6(47)265

NOTED
H. S. COULTER

This office has now received the following documents from Roy Ladd and Davidson Bros. that were required before the above project could be finaled:

1. Advance Deposit Check No. 192 for $5,000 (sent directly to Accounting Section with ORS No. 5-214.)
2. Original copy of signed agreement with Davidson and Ladd.
3. One copy of agreement between Davidson and property owner Bill Boothman.
4. Copy of Conditional Use Permit from Union County Planning Commission.

Upon execution of the attached agreement, this office would recommend that the final payment be released to Hughes & Ladd on Contract No. 7566.

DDA:sh
Enclosures

cc Hughes & Ladd
Accounting Section
J. R. Hagedorn

RECEIVED
JUN 27 1975
Office of
Assistant State Highway Engineer

6/26/75

Routing
2 Keasey
1 Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
JUN 26 1975
CONSTRUCTION SECTION
Richards
Glenn
Berg

Coulter —
Agreement delivered to Sollis for his approval (which should be O.K. as he prepared the form) & asking that he forward it to you as Front office approvals are also required.
J. Bond

cy: Church (transmittal letter only)
WR

7566

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 20, 1975

FILE: CON 5 #7566

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: LaGrande-Ladd Canyon
Contract No. 7566
Surplus Rock Stockpile

TO: Dale D. Allen
Regional Construction Engineer

LaGRANDE

Herewith original and three copies of a new agreement form prepared by Legal as a possible mechanism to solve the remaining rock problem and thereby clear the way for acceptance of this project by all concerned. Note the agreement is between State and rock subcontractor with relinquishment of rights by prime, requires $5,000 deposit and contractor agrees to remove rock by September 1, 1980. If the sub really intends to do this, they should not object to the cash deposit. This is simpler from our standpoint and more effective than dealing with a bond.

This proposed agreement was reviewed by Mr. Nichols of FHWA and we have assurance that they would accept the project if this agreement is executed.

JAB:fr

Att.

cc: H. S. Coulter

RECEIVED
MAY 2[illegible] 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

5-20-75
cy [illegible]

4257

LRW LAG 87, 5-19-75 4.43 PM

Cont. 7566

JACK SOLLIS

RE SUPPLUS AGGREGATE, DAVIDSON BROS. PILE AT THE TOP OF LADD CANYON...

YOU ADVISED YOU WERE GOING TO SEND AN AGREEMENT FOR DAVIDSON"S SIGNATURE. WHAT IS THAXX THE STATUS.

DALE ALLEN
SH24.

RECEIVED
MAY 20 1975
Office of
Assistant State Highway Engineer

7566

J

OFFICE OF THE SECRETARY OF STATE

CLAY MYERS
SECRETARY OF STATE

ELECTIONS AND PUBLIC RECORDS

February 11, 1975

February 25, 1975

Hutchinson, Schwab, Burdick & Hilton
Attorneys at Law
1200 Oregon National Building
610 S.W. Alder Street
Portland, OR 97205

Gentlemen:

The Secretary of State's office has informed us that they have received and filed the following claims of Mercer Industries, Inc., on the following Hughes and Ladd & Hughes and Ladd, Inc., contracts:

Contract No. 7363 - East Unit, Pendleton-Emigrant Hill Section, Umatilla County, $631.27, plus interest, for labor and materials.

✓Contract No. 7366 - La Grande-Ladd Canyon Section, Union County, $8,407.61, plus interest, for labor and materials.

This information is being noted in our records and we are advising The Travelers Indemnity Company and the contractors of the receipt of these claims.

Please advise this office when your clients' claims have been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:js

cc Travelers Insurance Companies
Attn: Mark S. Richardson
Surety Department
1200 Sixth Avenue
Seattle, WA 98101

RECEIVED

Hughes and Ladd &
Hughes and Ladd, Inc.
Box 756
Redding, CA 96001

2/26 noted on card

1859

OFFICE OF THE SECRETARY OF STATE

CLAY MYERS
SECRETARY OF STATE

~~[illegible]~~
~~[illegible]~~
~~ASSISTANTS~~

LYNDON A. S. WILSON, JR.
RICHARD M. BANTON

ELECTIONS AND PUBLIC RECORDS
DIVISION
STATE CAPITOL
SALEM, OREGON 97310
378-4144

February 21, 1975

Hutchinson, Schwab, Burdick & Hilton
Attorneys at Law
1200 Oregon National Building
Six Ten Southwest Alder Street
Portland, Or. 97205

Gentlemen:

We have received and filed as of this date Notices of Claim (2) brought by Mercer Industries, Inc. against the bond taken from Hughes & Ladd, Inc., principal, and the Travelers Indemnity Company, surety.

(1) Amount of Claim, $651.27, for the work of Dept. of Transportation contract No. 7563, Pendleton-Emigrant Hill project.
(2) Amount of Claim, $8,407.61, for the work of Dept. of Transportation contract No. 7566, Ladd Canyon project.

Our filing numbers will be - 4909-1 and 4909-2.

Sincerely,

Richard M. Banton
Assistant Secretary of State
By

Darhl L. Couper

(Mrs.) Darhl L. Couper

cc: Dept. of Transportation
Highway Building
Salem, Or. 97310

RECEIVED
FEB 24 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

HUTCHINSON, SCHWAB, BURDICK & HILTON
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
SIX TEN SOUTHWEST ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 226-2926

DENTON G. BURDICK, JR.
DWIGHT L. SCHWAB
HAROLD B. HUTCHINSON
FRANK H. HILTON, JR.

February 20, 1975

Secretary of State
State of Oregon
Salem, Oregon 97310

Gentlemen:

Re: Claimant: Mercer Industries, Inc.
State of Oregon, Pendleton Emigrant
Hill project, contract No. 7563;
State of Oregon, Ladd Canyon project,
contract No. 7566

Enclosed for filing are claims of our client, Mercer Industries, Inc., on the above projects.

Please send your acknowledgment of receipt and filing of these claims to us at the above address.

Yours very truly,

Frank H. Hilton, Jr.

FHH:jh
Enclosures

cc: State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310
w/copies enclosures

RECEIVED
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
STATE HWY ENGR
FEB 21 '75
REFER TO
Head
FOR

Info	Inves	R/D	D/R	Sign	Act	File

H909 -2

FILED
CLAY MYERS
SECRETARY OF STATE

To: State of Oregon
Department of Transportation

NOTICE OF CLAIM

NOTICE IS HEREBY GIVEN that the undersigned, MERCER INDUSTRIES, INC., has a claim for labor and materials consisting of reinforcing steel and placing furnished to Hughes & Ladd, Inc., a corporation, by Mercer Industries, Inc., in the sum of $8,407.61, plus interest, against the bond taken from Hughes & Ladd, Inc., principal, and The Travelers Indemnity Company, surety, for the work of Ladd Canyon project, contract No. 7566.

DATED this 19th day of February, 1975.

MERCER INDUSTRIES, INC.

By
Credit Manager

RECEIVED
FEB 24 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

#7566

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
STATE HWY ENGR

SEP 30 '74

REFER TO
Coulter

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: September 25, 1974

In reply refer to: 1041DA

SUBJECT: Oregon Project I-80N-6(47)265
Old Oregon Trail

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Keasey's letter dated August 29, 1974 concerning State Force Order Number 15.

The use of State Forces is approved as being in the public interest in accordance with PPM 21-6.2, Volume 6, Chapter 4, Section 1, Subsection 6 of the Federal-Aid Highway Program Manual, for the following reasons:

1. The contract work has been completed and it is not feasible to bring the contractor back.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

The estimated total costs of the work to be done under this order is $34,500 with Federal participation of $31,050. A signed copy of the order is returned herewith.

for Malach
G. L. Green

Enclosure
State Force Order No. 15

cc:
Region (10-00.05) (2 cys)
w/2 cys OSHD Ltr. &
1 cy SFO

RECEIVED
SEP 30 1974
Office of
Assistant State Highway Engineer

9-30-74
orig. to Gallagher
cy Keasey

NOTED
H.S. COULTER

REGON STATE HIGHWAY DEPARTMEN

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 15

Project Name LaGrande - Ladd Canyon

Date August 14 1974

Highway Old Oregon Trail

Contract No. 7566

F. A. Project No. I-80N-6(47)265 156-01

County Union

Prefix 631-1070

Account No. 167-01

Description of Work To Be Done: Extend bridge bulkhead to 3 ft. below stream bed in vicinity of M.P. 269.11. Repair and revise riprap channel lining, restore toe of fills, and replace approximately 600 lin. ft. of Type II fence between M.P. 270.9 - M.P. 271.1.

Approval Recommended as of 8-8-74

ROM

APPROVED EFFECTIVE DATE 8-8-74
Contingent upon modification of project agreement if additional funds are required
BY
TITLE J. Valach
Dist. Engineer
DATE 9-26-74
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:
Two locations between M.P. 269.11 - 271.1.

Estimate of Quantities and Costs:

Labor	$14,850.00
Equipment	10,050.00
Materials	9,600.00
TOTAL	$34,500.00

Explanation: Heavy runoff, resulting from snow melt and rain, exceeded designed capacity of channel. Bridge bulkhead and riprap channel lining were undermined, cut and fill slopes erroded and fences and related facilities damaged. Work under the contract has been completed and contractor has moved off project. The costs to have contractor move back onto project or to let a separate contract is not feasable. State forces have the necessary equipment and skilled personnel to perform the work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $7,703,219.81

Present estimate of project cost, including $34,500.00 for work under this order $7,587,012.88

Expected under-run XXXXXXX (amount) $116,206.93

Expected under-run XXXXXXX (per cent) 1.5

Space to right of this line is for use of Salem Office

Submitted by: G. A. Starkey
Resident Engineer

Approval Recommended: W. E. Schwartz
Division Engineer

Approval Recommended:
Construction Engineer XX
XXXXXXXXX

Approved: Racey
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Construction Office Engineer.

State Printing

7566

August 29, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-80N-6(47)265

SUBJECT Request Change Order Approval

Contract 7566, State Force Order No. 15

Project La Grande-Ladd Canyon

Highway Old Oregon Trail

County Union

This Change Order covers necessary restoration work due to heavy spring runoff that exceeded the designed channel capacity.

The contract work was completed in the fall of 1973 and the contractor has since moved from the project. State Forces with the necessary skill and equipment will perform the work.

The estimated cost of the work is $34,500 with Federal participation of $31,050.

Your Area Engineer approved the work August 8, 1974.

Your approval as of August 8, 1974 is requested.

Attach.

VG:pr

7566

J

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, OR

FILE:

August 22, 1974

MDGlenn

FROM: M. D. Glenn
Construction EEO Engineer

TO: THE FILES

SUBJECT: LaGrande-Ladd Canyon and
Ladd Canyon Sections
Old Oregon Trail Highway
Contracts 7566 and 7671
State Force Orders for
Flood Damage

Two State Force Orders have been prepared to cover costs of permanent repairs for flood damage on I-80N. S.F.O. #15, in the amount of $34,500 is for work on the LaGrande-Ladd Canyon Section, Contract No. 7566. S.F.O. #13, in the amount of $5,250, is for work on the Ladd Canyon Section, Contract No. 7671.

This work was originally considered for programming as emergency relief work and three State Force Orders submitted.

Union County was not designated as a flood disaster area, therefore E.R. funds were not available. Mr. Nichols of the FHWA indicated work would be considered eligible for interstate funding. I have consolidated the three orders into two orders according to the interstate project limits.

Work under these orders was reviewed with Dick Nichols, Area Engineer, of the FHWA on August 14, 1974. He stated he would approve of the work and recommend FHWA participation in the costs.

The necessity for this work is attributed design deficiencies which were revealed by the heavy runoff. The proposed repair will correct the deficiencies and eliminate further corrective action at the indicated locations.

Contract work has been completed and the contractors have moved off both projects. Having the contractors move back onto these projects or letting a separate contract to do the proposed work is not feasible.

It is therefore considered in the public interest to perform this work with State Forces which has the necessary equipment and skilled personnel required.

MDG:mk

cc: H. S. Coulter ✓
W. B. Schwartz
G. A. Starkey
Vince Gallagher (2)/attachments

NOTED
H.S. COULTER

RECEIVED
AUG 22 1974
Office of
Assistant State Highway Engineer

7566

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

March 20, 1974
Salem, Oregon

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO: W. E. Schwartz
Region 5 Engineer

SUBJECT:

LaGrande-Ladd Canyon Sec.
Contract 7566
Narrative Report

NOTED
E. S. HUNTER

I have just read the narrative report for the structures on the subject project as written by Joe Schlieski and find it to be innovative and informative. The format used easily directs our attention to specific areas of interest, such as design revision, construction revision, design problem, et cetera. It allows us to zero in on these areas which are of interest to us without reading through a chronology which is of little interest to the designer.

He is to be complemented on the new format and I would suggest that it be adopted by other residents on future narrative reports.

RWE/ag

cc ~~E. S. Hunter~~
C. T. Keasey
L. L. Wallace

RECEIVED
MAR 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7566

S

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: La Grande-Ladd Canyon

WEEK ENDING: March 2, '74 Report #141

SECTION PREFIX: 631-1070

COUNTY: Union

HIGHWAY: Old Oregon Trail

KIND OF WORK: Grading, Paving, Structures & Signing

NAME OF JOB: La Grande-Ladd Canyon

CONTRACTOR: Hughes & Ladd & Hughes & Ladd, Inc.

CONTRACT NUMBER: 7566

FEDERAL AID PROJECT NUMBER: I-80N-6(47)265

DATE OF CONTRACT: May 4, 1971

DATE WORK STARTED: June 21, 1971

ESTIMATED COMPLETION DATE: October 24, 1973

SPECIFIED ~~WORK DAYS~~ work / SPECIFIED CALENDAR DAYS: 640

~~WORK DAYS USED~~ work / CALENDAR DAYS USED: 657

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 103

PROJECT AUTHORIZATION: $ 7,703,219.81

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 7,155,435.29

ENGINEERING AUTHORIZATION: $ 547,784.52

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 6,867,775.00

ENGINEERING COST TO DATE: $ 684,914.45

DATE PROJECT WAS COMPLETED: October 24, 1973

ESTIMATED PERCENT: OVERRUN / UNDERRUN: Under 4 %

PERCENT OF AUTHORIZATION: 125 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	~~XXXXXXXXX~~ CTB	AC Paving	PCC Paving
100	100	100	100		100	100	100

	GRADING	SURFACING	~~XXXXXXXXXX XXXXXXX~~	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	6.58	6.58	6.58	6.58	6.58
MILES PARTIALLY COMPLETED					
MILES COMPLETED	6.58	6.58	6.58	6.58	6.58
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,471,000 CY	223,000 T	63,000 T	74,300 T	41,000 CY
TOTAL QUANTITIES CORRECTED TO DATE	1,315,272 CY	205,113 T	60,694 T	77,358 T	40,348 CY
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,315,272 CY	205,113 T	60,694 T	77,358 T	40,348 CY
AVERAGE DAILY QUANTITIES This week	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0	0	0
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9622	9786	13499	RCBC'S				
PERCENT	100	100	100	100				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Pt. cloudy	0		
MONDAY	O'cast-showers	0		
TUESDAY	Snow-cold	0		
WEDNESDAY	Cloudy-windy	0		
THURSDAY	Snow-showers	0		
FRIDAY	Cloudy-cool	0		
SATURDAY	Forecast-showers	0		

RECEIVED
MAR 4 1974
CONSTRUCTION SECTION

Routing
Koasey
Bond
Jackmond
Hardt
Johnsen
Walker
Scofield S
Glenn
berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	No activity.

REMARKS

The semi-final estimate & supporting data for this project was submitted to the La Grande Region Office on Wednesday.

This is the final report for this project.

SIGNED J. R. Hagedorn LOCATION McNary

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

7566

5

February 20, 1974

Hughes & Ladd - Hughes & Ladd, Inc.
P. O. Box 756
Redding, California 96001

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7566 for work on the LaGrande-Ladd Canyon Section of the Old Oregon Trail Highway in Union County.

Careful consideration was given to the reasons you submitted. In light of the available facts and provisions of the contract, an extension of 17 days is granted. This is for additional rock slope inlay work and labor disputes during the summer of 1973 and will eliminate all liquidated damages which have accrued.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
V. L. Gallagher
W. E. Schwartz

fr cm

7566

February 8, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM

For H. S. Coulter
Assistant State Highway Engineer

SUBJECT Extension of Contract Time
La Grande-Ladd Canyon Section
F. A. Project No. I-80N-6(47)265
Contract No. 7566

Hughes and Ladd, Inc. has requested a 24-day extension of contract time based on two reasons: (1) additional rock slope inlay work, and (2) two strikes during the summer of 1973.

The additional rock inlay work (Price Agreements 8 and 10) required 106,829 cubic yards more than the 113,000 cubic yard bid quantity. This is a significant overrun accomplished mostly during 1972. Extra Work Order No. 4, in the amount of $150,000 for added slide removal, also added significant grading work in 1972.

On July 12, 1973, Hughes and Ladd requested their subcontractor, Stillwell-Gerard, to install guard rail and highway signs immediately. This was during the operating engineers strike and, since Stillwell-Gerard is a union contractor, they could not commence work. After the operating engineers strike was settled, the laborers went on strike. There were at least 40 days in the summer of 1973 that Stillwell-Gerard could not work because of labor disputes. The time count was continued on this project because of other activity through all but the last 19 days of the labor dispute.

When the 640 days allowed ran out October 7, 1973, the project was 97 percent complete except for guard rail, signs and fence, which were subcontracted by Stillwell-Gerard. Therefore, the time that this subcontractor could not work because of the labor disputes was replaced during the liquidated damages time.

These two reasons justify time extension. The contract is complete with an overrun of 174 days. Your concurrence in a 174-day time extension is requested.

JAB:fr

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. E. Schwartz
V. L. Gallagher

- 75666

5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 11, 1974

In reply refer to: 10-41-A5

SUBJECT: Oregon Project I-80N-6(47)265
LaGrande-Ladd Canyon Section
Extension of Contract Time

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We concur in the 17½-day extension of contract time on the above project as requested in Mr. Coulter's February 8, 1974 memorandum.

for Vernon V. Cusack

NOTED
A. E. JOHNS

RECEIVED
STATE HWY ENGR
FEB 12 '74
REFER TO
Coulter
FOR

Info	[illegible]	W/D	D/R	Sign	Act	File

RECEIVED
FEB 13 1974
Office of
Assistant State Highway Engineer

2-13-74
cy Keasey
Schwartz
Gallagher

NOTED
H.S.COULTER

FORM E-30 (REV. 10-69)

RECEIVED
FEB 7 1974
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 6, 1974

SUBJECT: LaGrande-Ladd Canyon
Contract No. 7566
Extension of Contract Time

To: H. S. Coulter, Assistant
State Highway Engineer

J. A. Bond

From: J. A. Bond
Construction Administration Engineer

Hughes and Ladd, Inc., has requested a 24-day extension of contract time based on two reasons:

1. Additional rock slope inlay work, and
2. Two strikes during the summer of 1973.

The additional rock inlay work (covered by P.A. 8 and P.A. 10) required 106,829 c.y. more than the 113,000 c.y. bid quantity. This is a significant overrun, accomplished mostly during 1972 with the regular contract items. E.W.O. 4 in the amount of $150,000 for added slide removal also added significant grading work in 1972.

On July 12, 1973, Hughes and Ladd requested their subcontractor, Stillwell-Gerard, begin installing guardrail and highway signs immediately. This was during the operating engineers strike and since Stillwell-Gerard is a union contractor, they could not commence work. After the operating engineers strike was settled, the laborers went on strike. There were at least 40 days that Stillwell-Gerard could not work due to labor disputes in the summer of 1973. The time count was continued on this project because of other activity through all but the last 19 days of the labor dispute.

Then when the 640 days allowed ran out on October 7, 1973, the project was 97% complete except for guardrail, signs and fence, all of which were subcontracted by Stillwell-Gerard. Therefore, the time that this subcontractor could not work due to the labor disputes was replaced during the liquidated damages time.

These two reasons justify time extension. The contract is complete with an overrun of 17½ days. I therefore recommend an extension of 17½ days, eliminating all liquidated damages which have accrued at the rate of $300 per day for a total of $5,250.

This was an interstate project. Rough draft letters to FHWA and the contractor are attached.

JAB:WR:lb

Attachment

cc: V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7566 Contractor Hughes & Ladd and Hughes & Ladd, Inc.

Highway Old Oregon Trail

Section La Grande - Ladd Canyon

Kind of Work Grading, Paving, Structures & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 17½ days time extension for additional rock slope inlay work and labor disputes during the summer of 1973.

Recommended for Approval:

Regional Engineer

Construction Engineer or ~~Bridge Engineer~~

Acting Ass't State Highway Engineer

Contract No. 7566
Project designation Federal (State-Federal)
Date awarded 4 May 1971
Work started 21 June 1971
Per cent completed 100% 24 Oct. 1973 (Date)
No. of Workdays Allowed 640
No. of Workdays Used 657
No. of Added Workdays Requested 17

SP*07865-734

E-220 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 19, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 640 days to 664 days, within which to complete our Contract No. 7566, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: July 1, 1973 to July 24, 1973. Due to the confused nature of a selective strike by the Operating Engineers Local 701 our subcontractors on paving, guard rail, signs, etc. were unable to organize and move-on this project until a settlement was reached. Our prosecution of the work was therefore delayed or hindered. This has resulted in an extension of our completion date until approximately November 1, 1973.

Over and above the strike we had additional rock slope inlays to stabilize slopes, that took in excess of 90 days to build in 1972.

Respectfully submitted,

HUGHES & LADD, INC.
Contractor

By Ray E. Ladd
PRESIDENT

CONSENT OF SURETY

Date September 19, 1973

We, THE TRAVELERS INDEMNITY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

JAMES A. VICK, - Attorney-in-fact (SEAL)

Resident Agent

7566

s

FORM 2-38 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1973

1660

SUBJECT: Concrete Median Rail Damage
Meacham-Hilgard & LaGrande-
Ladd Canyon Sections
Old Oregon Trail Highway I-80N

7566

To: W. E. Schwartz
Regional Engineer
Attn: Dale Allen

FROM: C. T. Keasey
Construction Engineer

C T Keasey

NOTED
E. S. HUNTER

The very good report prepared by John Hagedorn on the damage to the concrete median rail on the subject sections has been discussed with FHWA Area Engineer, Dick Nichols, Design Engineer, Hal Versteeg, and Assistant State Highway Engineer, H. S. Coulter.

It does appear that there is some weakness in the joint area on these pre-cast sections and Mr. Versteeg is reviewing the design in that light.

Your suggestion for pressure grouting of these joints might be a solution, but without further testing we are reluctant to approve this treatment of all the joints. One or two test sections, however, would be in order, and I would recommend that the work be done on the Meacham-Hilgard project, since we still have a contractor on that job.

I would suggest something like two one-half mile sections, selected in areas where hits have occurred as a trial section. It will probably be necessary to drill into the joints to get complete closure, and I suggest that a force account change order be written to cover the work. You will probably not be able to do this work until warmer weather in the spring and therefore results could not be determined until next winter. Test sections should be adequately marked and signed for easy identification and observation.

Please proceed on this basis.

CTK:fr

cc: H. S. Coulter
E. S. Hunter
J. H. Versteeg

RECEIVED
DEC 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7566

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 5, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-6(47)265

FROM L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

Contract 7566, Work Completed October 24, 1973

Project La Grande-Ladd Canyon

Highway Old Oregon Trail

County Union

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date ____________

Conditions not acceptable: The project work is satisfactory except for the reshaping and restoration of the stockpile and work site where Davidson Bros. obtained and produced their material. The project will be accepted when satisfactory arrangements concerning the disposition of the existing stockpiled material and the restoration of this area has been made.

for
G. L. Green
Division Engineer

VG:dg

cc F. B. Klaboe
L. H. Young

11-20-73
cy Coulter
Gallagher

RECEIVED
STATE HWY ENGR
NOV 20 73
REFER TO Coulter
FOR
Info | Inves | R/D | D/R | Sig

RECEIVED
NOV 20 1973
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

5

STATE COPY

75666

MONTHLY TRANSACTION NUMBER 11-2

PROJECT REPORT NUMBER 8

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

10-26-73

STATE Oregon

COUNTY Union

PROJECT NUMBER I-80N-6(47)265

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 13, 1971. is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,318,160	$ 7,699,687
Federal Funds	$ 6,747,754	$ 7,103,730
Other revisions		

See #7914 [illegible]
for attachments

This modification is made for the following reasons:

To include approved price agreements, extra work orders, state force orders, and increase in estimated cost of the project.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 26th day of October, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________
____
(Title)

By ______________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

for By ______________________
(Division Engineer)
G. L. Green

GPO 913-669

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

S

STATE COPY

7566

ONTHLY TRANSACTION NUMBER 9-30	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE Oregon
PROJECT REPORT NUMBER 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY Union
MODIFICATION NUMBER 1	9-13-73	PROJECT NUMBER I-80N-6(47)265

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 13, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,304,896	$ 7,318,160
Federal Funds	$ 6,739,496	$ 6,747,754
Other revisions		

attach. original agreement filed in #7914

This modification is made for the following reasons:

To add Chas. H. Reynolds Rest Area Well Drilling to the project and increase the funds to cover the contract.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13th day of September, 1973.

Oregon State Highway Division
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)
for G. L. Green

GPO 915-469

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

7566

s

October 22, 1973

Ferguson & Burdell
929 Logan Building
Seattle, Washington 98101

Gentlemen:

This is to acknowledge your letter of October 19 notifying us that your client's claims against Hughes and Ladd & Hughes and Ladd, Inc. have been satisfied.

One claim against Contract No. 7566 was in the amount of $19,922.31. The other claim against Contract No. 7563 was in the amount of $4,913.85.

We have noted our files accordingly and will inform all interested parties.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

RMG:td

cc Hughes and Ladd &
Hughes and Ladd, Inc.
Box 756
Redding, California 96001

The Travelers Indemnity Co.
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

NOTED ON CARD
10-22-73

NOTICE OF RELEASE OF CLAIMS OF LIEN

TO: Secretary of State
State of Oregon
Salem, Oregon

AND TO: Department of Highways
State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, TRI-M ERECTORS, Inc., does hereby release and discharge the notices of claim of lien dated September 7, 1973, and described as follows:

1. Against HUGHES AND LADD and HUGHES AND LADD, INC. and the THE TRAVELERS INDEMNIFY COMPANY, under State Highway Contract No. 7566, in the amount of Nineteen Thousand, Nine Hundred Twenty-Two Dollars and Thirty-One Cents ($19,922.31);

✓2. Against J. C. COMPTON CO. and ROSS BROS. CONSTRUCTION, INC. and THE TRAVELERS INDEMNITY COMPANY and GENERAL INSURANCE COMPANY OF AMERICA, on State Highway

7566

September 25, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. M. Young
Office Engineer

Federal-aid Project
No. I-80N-6(47)263

SUBJECT Request Change Order Approval

Contract 7566, State Force Order No. 14

Project La Grande - Ladd Canyon

Highway Old Oregon Trail

County Union

This order covers the cost of jacking PCC pavement in the vicinity of station "WB" 206+00 to raise a low area in the pavement resulting from an engineering error in setting the pavement grades.

This work will be performed by Del Val, Inc., a contractor specializing in this type of work and who presently is performing similar work for the State Maintenance Department under agreement No. 161-73 with the Department of General Services. The contractor has agreed to perform the work called for under this order at the same unit price as agreed to with the Department of General Services. Work under this order is in the public interest as it will eliminate a low area in the P.C.C. pavement and is too small to be performed under a separate contract.

Copies of the Engineer's letter of explanation and of agreement No. 161-73 are attached.

The estimated cost of this work is $1785 with Federal participation in the amount of $1606.50. Reimbursement on an unit price basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer September 17, 1973.

Your approval as of September 17, 1973 is requested.

Attach. LMW:dgk

NOTICE OF RELEASE OF CLAIMS OF LIEN

TO: Secretary of State
State of Oregon
Salem, Oregon

AND TO: Department of Highways
State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, TRI-M ERECTORS, Inc., does hereby release and discharge the notices of claim of lien dated September 7, 1973, and described as follows:

1. Against HUGHES AND LADD and HUGHES AND LADD, INC. and the THE TRAVELERS INDEMNIFY COMPANY, under State Highway Contract No. 7566, in the amount of Nineteen Thousand, Nine Hundred Twenty-Two Dollars and Thirty-One Cents ($19,922.31);

2. Against J. C. COMPTON CO. and ROSS BROS. CONSTRUCTION, INC. and THE TRAVELERS INDEMNITY COMPANY and GENERAL INSURANCE COMPANY OF AMERICA, on State Highway Contract No. 7605, in the amount of Eleven Thousand, Three Hundred Ninety-Five Dollars and Seventy-Five Cents ($11,395.75);

3. Against HUGHES AND LADD and HUGHES AND LADD, INC., and THE TRAVELERS INDEMNITY COMPANY, on State Highway Contract No. 7563, in the amount of Four Thousand, Nine Hundred Thirteen Dollars and Eighty-Five Cents ($4,913.85);

4. Against GIBBONS AND REED COMPANY and THE TRAVELERS INDEMNITY COMPANY, on State Highway Contract No. 7670, in the amount of Seven Thousand, Eighty-One Dollars and Twenty-Nine Cents ($7,081.29);

5. AGainst WILLAMETTE WESTERN CORPORATION and GENERAL INSURANCE COMPANY OF AMERICA, on State Highway Contract No. 7760, in the amount of Three Thousand, Six Hundred Four Dollars and Eleven

Cents ($3,604.11).

6. AGainst RAY KIZER, RAY KIZER CONSTRUCTION COMPANY, THE TRAVELERS INDEMNITY COMPANY and GREAT AMERICAN INSURANCE COMPANY, on State Highway Contract No. 7539, in the amount of Seventeen Thousand, Four Hundred Thirteen Dollars and Seventy-Eight Cents ($17,413.78);

7. Against SCHRADER CONSTRUCTION COMPANY, INC., and RELIANCE INSURANCE COMPANY, on State Highway Contract No. 7681, in the amount of One Thousand, Eight Hundred Fourteen Dollars and Twenty-Three Cents ($1,814.23).

DATED October 18, 1973.

TRI-M ERECTORS, INC.,

By: ______________________
Bruce P. Babbitt
Attorney and Agent

Agent's Address:

FERGUSON & BURDELL
929 Logan Building
Seattle, Washington 98101

Claimant's Address:

TRI-M ERECTORS, INC.
22650 85th Place South
Kent, Washington

RECEIVED
OCT 22 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7566

5

THE TRAVELERS

Surety Department
Roger I. Fleiss, Associate Manager
(415) 983-6206

September 24, 1973

Ferguson & Burdell
Attorneys at Law
929 Logan Building
Seattle, Washington 93101

Attention: Bruce P. Babbitt

RE: Tri-M Erectors, Inc. Claims of Lien
Principal: Hughes & Ladd-Hughes & Ladd Inc.
Obligee: State of Oregon - Highway Commission
Bond No.: 1690053
Description: Contract - #7566

Gentlemen:

We acknowledge, without prejudice to any and all rights and defenses under our bond, receipt of your letter dated September 10, 1973 to the Oregon State Highway Division.

We will discuss this matter with our Principal and you may expect to hear from them or us in the near future. If you have not been contacted within a reasonable period of time, please do not hesitate to advise.

Very truly yours,

Roger I. Fleiss, Associate Manager
Surety Division

ck

cc: Mr. John Lamberson
Corroon & Black-Miller & Ames
P. O. Box 3995
San Francisco, CA 94119

✓ Oregon State Highway Division, Highway Bldg., Salem, OR 97310
Attn: C. W. Head, Mgr.; Admin. Services

NOTED
C. W. HEAD

RECEIVED
SEP 26 1973
HIGHWAY
ADMINISTRATIVE SERVICES

#7566

U. S. DEPARTMENT OF [illegible] FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-13-73

FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	-80N-6(47)265 STATE PROJECT NO. LAGRANDE - LADD CANYON SECT COUNTY NAME UNION
	ITEM NO. 1-638	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 80N
JUNE 19, 1973	AUGUST 20, 1973	STATE ROUTE NUMBER OLD OREGON TRAIL ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. YOUNG'S AUGUST 20, 1973 LETTER YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED BELOW AS SHOWN IN YOUR PS&E ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify)

WELL SCREEN	$1,000.00
DRILL ADDITIONAL WELL	5,400.00
TEMPORARY EROSION CONTROL	100.00
ABANDON AND FILL HOLE	200.00

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

9-18-73
original to
Young

RECEIVED
SEP 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
SEP 14 '73
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-13-73		DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7566 4824 5

FILED
SEP 14 1973
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

September 12, 1973

NOTED ON CARD
9-18-73

Ferguson & Burdell
929 Logan Building
Seattle, Washington 98101

Gentlemen:

This is to acknowledge receipt of your letter of September 10, 1973, informing us that your client, Tri-M Erectors, Inc., has a claim in the amount of $19,922.31 against Hughes and Ladd & Hughes and Ladd, Inc., for the placing of reinforcing steel.

From the description given in your letter, this appears to be in reference to the Hughes and Ladd & Hughes and Ladd, Inc., Contract No. 7566 for work on the La Grande-Ladd Canyon Section of the Old Oregon Trail in Union County.

The Travelers Indemnity Company furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Manager
ADMINISTRATIVE SERVICES

cc Hughes and Ladd & Hughes and Ladd, Inc.
The Travelers Indemnity Company

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
SEP 17 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

E-123

LAW OFFICES OF
Ferguson & Burdell
929 LOGAN BUILDING
Seattle, Washington 98101
(206) 622-1711

WM. H. FERGUSON
CHARLES S. BURDELL (1973)
WM. WESSELHOEFT
DONALD MCL. DAVIDSON
EDWARD HILPERT, JR.
THOMAS J. GREENAN
HENRY W. DEAN, JR.
WILLIAM B. MOORE
C. DAVID SHEPPARD

W. J. THOMAS FERGUSON
JAMES E. HURT
GUST S. DOCES
WILLIAM D. STITES
BRUCE P. BABBITT
JAMES P. McGOWAN
JOHN M. WOODLEY
CHRISTOPHER KANE

September 10, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Tri-M Erectors, Inc. Claims of Lien

Gentlemen:

Enclosed please find five (5) notices of claims of lien of Tri-M Erectors, Inc. for placing of re-enforcing steel on State Highway Contracts Nos. 7566, 7605, 7563, 7670 and 7760.

I would appreciate it if you would send me acknowledgement of the receipt of the enclosed claims.

Yours very truly,

FERGUSON & BURDELL

By: Bruce P. Babbitt

BPB/lc

Enclosures

RECEIVED
SEP 12 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTICE OF CLAIM OF LIEN

TO: Secretary of State
State of Oregon
Salem, Oregon

AND TO: Department of Highways
State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, TRI-M ERECTORS, INC., has a claim for the placing of reinforcing steel placed by it in the sum of Nineteen Thousand, Nine Hundred Twenty-Two Dollars and Thirty-One Cents ($19,922.31) against the bond taken from HUGHES AND LADD and HUGHES AND LADD, INC., a California corporation, in a joint venture, as principal, and THE TRAVELERS INDEMNITY COMPANY, a Connecticut corporation, as surety, for the work of grading, paving, structures and signing on the La Grande-Ladd Canyon section of the Old Oregon Trail in Union County, Oregon, being State Highway Contract No. 7566.

DATED September 7th, 1973.

TRI-ERECTORS, INC.

By: B P Babbitt
Bruce P. Babbitt,
Attorney and Agent

Agent's Address:

FERGUSON & BURDELL
929 Logan Building
Seattle, Washington 98101

Claimant's Address:

TRI-M ERECTORS, INC.
22650 85th Place South
Kent, Washington

RECEIVED
SEP 12 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7566

S

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

August 31, 1973

Mrs. Jackie Boothman
1308 'O' Avenue
La Grande, Oregon 97850

7566

Dear Mrs. Boothman:

Your recent letter called to my attention the problem of cattle getting out onto Highway 180N within the area under construction in Ladd Canyon near La Grande.

This matter was investigated by Highway Division personnel in La Grande. They advise that all permanent fencing now has been installed on this project, and you should not experience additional problems of cattle getting out.

We regret the inconvenience and problems this construction has caused you and your husband.

Sincerely,

Governor

TM:dr

bcc: Highway

NOTED
MARIE STEPHENS

RECEIVED
STATE HWY ENGR
SEP 5 '73
REFER TO
FOR

Info	Inves	Rep	Dft	Sign	Act	File

9-6-73
cp Coulter
Kennedy
[illegible]

COPY

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
La Grande, Oregon

DATE August 21, 1973

TO H. S. Coulter
Assistant State Highway Engineer

SALEM

FROM Dale D. Allen
Dale D. Allen
Regional Construction Engineer

SUBJECT Assignment No. 100
Boothman Letter to the Governor
Ladd Canyon Construction
Lack of Fencing

Attached is a suggested rough draft reply for the Governor pertaining to the complaint by Mrs. Boothman on the lack of fencing on the above project.

The attached report by the resident engineer and the contractor's superintendent indicates to me that neither the contractor nor the Highway Department were negligent in the accusations outlined in Mrs. Boothman's letter. The problem appears to stem from the fact that we are experiencing an unusually dry summer and the range land where the Boothman's cattle normally graze has shifted from the higher hills to the Ladd Creek area to get water. Apparently some of this area was never fenced and the cattle were merely driven back away from the highway to avoid the problem in the past.

As explained in the attached correspondence, the permanent fencing has now been completely installed throughout the length of this project, and we would not anticipate additional problems.

DDA:je
Attachments

cc: J. R. Hagedorn

RECEIVED
AUG 22 1973
Office of
Assistant State Highway Engineer

FORM [illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
La Grande, Oregon

DATE August 20, 1973

TO W. E. Schwartz
Regional Engineer

FROM J. R. Hagedorn By M. B. [illegible]
Resident Engineer Asst. Res. Engr.

SUBJECT Jackie Boothman letter
to Governor McCall
Contract 7566
La Grande-Ladd Canyon

In answer to Mrs. Boothmans complaint to Governor McCall, pertaining to the lack of replacement fencing on construction project, resulting in cattle getting out.

Attached is a resume written by R. A. Nemetz, Supt. for Hugnes & Ladd & Hughes & Ladd, Inc., Contractors on subject contract. His writing includes conversation with the Boothmans and actions taken to contain the cattle.

As far as the Highway Divisions part of the complaint is concerned, this office has been notified on only one or two occasions thruout the life of the contract concerning cattle being loose & out of containment. Each time the Contractor was notified & a follow up was made to be certain that the complaint had been corrected. In all other cases the Contractor was notified by the farmer & whatever fence was necessary, whether it be temporary or permanent was installed to contain cattle.

Section 107.13 of the Standard Specifications for Highway Construction, Oregon 1970 pertains to fencing & protection of stock. This section indicates that it is the Contractor's responsibility to perform whatever means necessary to protect the stock & restrain them from leaving the lands wherein they are confined, also that liability rests with the Contractor for all loss, injury or damage that may result from his failure to restrain stock as provided by Section 107.13.

This office has made every attempt to see that the provisions of Section 107.13 has been complied with in those cases where it was brought to our attention that there was any problem.

JOHN HAGERDORN

8/14/73

HUGHES & LADD INC

APPROX JULY 25, 1973

CALLED OUT BY MR BOOTHMAN THAT APPROX. 20 COWS WERE OUT ON THE HIGHWAY. AL FRYE & I ARRIVED AND FOUND 12 COWS DOWN BY THE W.B. REST AREA. WE ASSISTED MR & MRS BOOTHMAN IN HERDING THEM TO OUTLET END OF RCB AT STA 310~ WERE THERE WAS A HOLE IN THE FENCE. PUT UP TEMPORARY FENCE THAT NIGHT & HAD LABORERS PUT UP ADDITIONAL FENCE THE NEXT DAY. DISCUSSED SITUTATION WITH MR & MRS BOOTHMAN AND I AGREED TO GET PERMANENT FENCE UP WITHIN THE NEXT WEEK THE COMPLETE LENGTH OF THE CANYON FROM THE BOTTOM LEFT SIDE TO THE CRUSHER. MR BOOTHMAN AGREED TO NOT PUT COWS IN THE AREA OF THE CRUSHER UNTIL WE GET PERMANENT FENCE UP WHICH IS IMPOSSIBLE AT THIS TIME. NO OTHER AREAS WERE DISCUSSED.

AUG 1, 1973

AGAIN NOTIFIED THAT 20 COWS WERE OUT SITTING UNDER LADD CANYON BRIDGE. WENT OUT AND LOOKED AND COULD FIND NO COWS. NEXT DAY HAD LABORER FENCING ACROSS LADD CREEK AND IN THE AREA FROM STA 442 TO STA 450 ±. MRS BOOTHMAN CALLED ME AT THE OFFICE ON AUG 2 AND WE DISCUSSED THE AREAS THAT WEREN'T FENCED ALONG THE RIGHT SIDE OF THE CANYON. I TOLD MRS BOOTHMAN THAT I WAS UNAWARE THAT THEY HAD COWS ALSO ON THE RIGHT SIDE OF THE HIGHWAY. IT APPEARED THAT TEMPORARY BEEN CONSTRUCTED IN THE AREA [illegible] FOUND 12 COWS DOWN BY THE W.B. REST AREA. WE ASSISTED MR & MRS BOOTHMAN IN HERDING THEM TO OUTLET END OF RCB AT STA 370~ WERE THERE WAS A HOLE IN THE FENCE. PUT UP TEMPORARY FENCE THAT NIGHT & HAD LABORERS PUT UP ADDITIONAL FENCE THE NEXT DAY. DISCUSSED SITUTATION WITH MR & MRS BOOTHMAN AND I AGREED TO GET PERMANENT FENCE UP WITHIN THE NEXT WEEK THE COMPLETE LENGTH OF THE CANYON FROM THE BOTTOM LEFT SIDE TO THE CRUSHER. MR BOOTHMAN AGREED TO NOT PUT COWS IN THE AREA OF THE CRUSHER UNTIL WE GET PERMANENT FENCE UP WHICH IS IMPOSSIBLE AT THIS TIME. NO OTHER AREAS WERE DISCUSSED.

AUG 1, 1973

AGAIN NOTIFIED THAT 20 COWS WERE OUT SITTING UNDER LADD CANYON BRIDGE, WENT OUT AND LOOKED AND COULD FIND NO COWS. NEXT DAY HAD LABORER FENCING ACROSS LADD CREEK AND IN THE AREA FROM STA 442 TO STA 450±. MRS BOOTHMAN CALLED ME AT THE OFFICE ON AUG 2 AND WE DISCUSSED THE AREAS THAT WEREN'T FENCED ALONG THE RIGHT SIDE OF THE CANYON. I TOLD MRS BOOTHMAN THAT I WAS UNAWARE THAT THEY HAD COWS ALSO ON THE RIGHT SIDE OF THE HIGHWAY. IT APPEARED THAT TEMPORAY FENCES HAD NEVER BEEN CONSTRUCTED IN THE AREA OF STA 448~, SO I ASKED MRS BOOTHMAN WHAT THEY HAD DONE PRIOR TO MY ARRIVAL. SHE INFORMED ME THAT THEY JUST KEPT THE COWS DRIVEN BACK FROM THE HIGHWAY AREA BUT WERE TIRED OF

prod. fencing on Rt side

MR BOOTHMAN STOPPED IN THE OFFICE ON MONDAY AUG 6 TH, 1973 AND SAID HE HAD COWS OUT OVER THE WEEKEND AND WOULD WE PLEASE GET THE FENCE FIXED. LABORER AGAIN WENT ALONG FENCE LINE RIGHT OF STA 440 TO STA 450 AND FOUND WHERE BOOTHMAN HAD CUT FENCE TRYING TO DRIVE COWS BACK IN ON THE WEEKEND. EVEN WHEN WE MAKE A LARGE EFFORT TO SATISFY MR BOOTHMAN, HE EXPECTS US TO BE RESPONSIBLE FOR HIS CATTLE.

AS OF AUG 7, 1973 WE HAVE FENCED BOTH SIDES OF HIGHWAY FROM VALLEY TO TOP OF CANYON IF COWS DO GET OUT AGAIN IT WILL BE DIFFICULT TO PUT THEM BACK AS THERE ARE NO GATES OR PROVISIONS IN THE CONTRACT PLANS FOR GATES THE COMPLETE LENGTH FROM FOOTHILL BRIDGE TO MIDDLE OF KIEWIT JOB

8/14/73

HUGHES & LADD INC

La Grande, Ore. 9785
1308 'O' Ave.
August 9, 1973

Govenor Tom McCall
Salem
Oregon

Dear Sir:

Flustration and exhastion has driven me to write this letter concerning negligence of the state hiway department and their contractors.

We have land on both sides of the area where the highway 80 freeway is being constructed and for the past two years they've had part of the fences taken out and not replaced with temporary ones and now that the hot weather is upon us and lack of moisture in the hills our cattle are coming into the creek bottoms to drink and then walking out onto the hiway.

How long can they leave a fence out so youcan't use your land? Are we responsible if someone is killed hitting one of our animals? Do they relish picking up the pieces after an accident or someone is killed? Two people already lost their lives in this arear the past winter. How many more are necessary? How long would your wife put up with being intrupted at dinner to go chase cattle or in the middle of guests excuse yourself to go put cattle in? When a person has worked from 7Am to 7 PM he'd really like to eat and relax not go chase cattle on foot up a steep side hill till he's exhausted.

NOTED
A. E. JOHNSON

They talk of gasoline shortage just how many trips have we made up and down this canyon checking and chasing cattle in, it's rather ridiculous. Cattle are at and all time high now and yet I wonder how many people realize what is done just to keep one animal alive.

We can't give your State Patrol near enough praise for their excellent job of patroling and helping curb this situation but isn't there any thing that can be done to correct it permantly before a life or lives are lost or crippled for life? Phone calls, face to face talks and State Patrol warnings have not changed the negligence the engineers have shown on this job. It's no wonder taxpayers are losing respect and concern for their country when we run across these individuals whom don't care it's just a job and it pays good I needn't exhert myself. Money isn't the answer to all problems.

I hope this letter warrents some type of action.

RECEIVED
STATE HWY ENGR
AUG 10 '73
REFER TO
Coulter -
FOR

Sincerely
Jackie Boothman
for Sam
Jackie Boothman

cc: Oregon [illegible] Highway Dept. and Farmers Ins. Co.

5

75666 4-20-73

STATE COPY

FORM PR-33B
(REV. 3-68)

cc: OSHD (A E Johnson) C Hoefler
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS cat

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☒ Project Stage Inspection ☐ Final Inspection

Region No. 10	Report No. 22	County Union	Division Oregon
Date of Inspection 4-20-73	Inspection Made By R. A. Nichols, Area Engineer		Project No. I-80N-6(47)265

In Company With
Dale Allen, Reg Constr Engr, OSHD; J. H. Hagedorn, Res Engr, OSHD.

Quality of Work* Satisfactory	Progress of Work Satisfactory	Time Elapsed 77 %	Work Completed 79 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

MAY 01 1973
REGIONAL OFFICE

LA GRANDE-LADD CANYON SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, and Signing

This stage inspection covers the portland cement concrete paving operations.

The portland cement concrete was being placed on a cement-treated base, the grade of which was controlled by the same string lines that are being used to control the paver.

The reinforcing steel was certified as required. The contractor had most of the reinforcing steel placed on the EB lanes. The height and spacing of the reinforcing steel complied with the plan requirements. The chairs were placed close enough so there was very little deflection between the chairs when I stepped on the steel.

The contractor was mixing 9 CY batches in a single drum mixer, manufactured by Kohring Co. The supporting plant was manufactured by Johnson Co. This mixer was supposed to mix the materials a minimum of 55 seconds after all the material was introduced into the mixture. Two batches observed were mixed 1 min. 5 sec. and 1 min. 22 sec. respectively. The longer mixing times were due to the mixer waiting on trucks. I asked the inspector if the mixer could be slowed down to agitating speed and he said no. Mr. Allen and I then discussed the advisability of having the plant man notify the street men when the mixing time was excessive because of its effect on the air content.

5-2-73
Constr.
cy Young

The scales on the supporting equipment appear to be operating freely. They were calibrated and sealed this spring. The batching operations appeared to be running very smoothly. Mr. Nehring, the State inspector, said that the cement had hung up once or twice last June but they had that problem solved.

(more)

NOTED
H.S. COULTER

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED

The concrete was hauled to the paving site in dump trucks and placed on the road by means of a belt conveyor that located the concrete in the locations needed. The concrete was then spread and compacted by a Gunter Zimmerman slipform paver. This paver was controlled horizontally by two sensors riding the stringline on the outside shoulder of the road and vertically by two sensors on each side of the paver riding on string lines.

The concrete was compacted by stinger vibrators spaced at 18 inches and placed just prior to the final screed of the paver. Visually the sphere of influence of each vibrator appeared to be more than adequate to get uniform consolidation. The street inspector, Mr. Gene Salter, stated that it is quite obvious when one of the vibrators becomes defective.

The final finishing is done by a machine-mounted pipe float. The brooming was also done similarly by a machine-mounted float. The broom operator appeared to be timing his operations very well and was getting very good brooming. Finally, the concrete was being covered with a protex curing compound soon after the brooming operations.

Mr. Richard Nehring was the plant inspector. His answers indicated that he was very familiar with the plant and the proper procedures to get good control. I did not request that he run any tests but again his answers indicated he was cognizant of proper testing procedures. He stated that he was using a method shown in the Oregon State Highway Inspector's Manual to check gradation and moisture. According to Mr. Nehring the moisture content in the sand was averaging about 5% and the 3/4-1/4" aggregates 1½%, and the 1 1/4-3/4" aggregates 1½%.

The concrete inspector on the street was Mr. Mike Harrington. He has been to several inspector schools held by the State including one on portland cement concrete pavement. He performed the test to determine the slump, unit weight, and the percent of air, plus making four concrete cylinders in my presence. All these tests were performed in very close conformity to the procedures in the State's Inspector Manual. The equipment conformed to this manual with one exception. Unit weight was determined by use of the air entrainment bucket which had a capacity of about 1/4 cubic ft. instead of a receptacle having a capacity of either 1/2 or 1 cubic ft. as specified in the manual. The test results obtained on the above samples were air content-4.2%, slump-2¼ inches, and Unit Weight-150.07 lbs.

The aggregates were produced last year and the testing performed at that time indicated that the materials reasonably met specification requirements. All of the record samples for the sand except one met specification requirements. In this one case the sand equivalent was 65 (specification 75 minimum) compared to 75-84 in the other samples.

(more)

All of the record samples of the 3/4 to 1/4" aggregates were OK and one sample of the 1 1/4 to 3/4 screen. The cement on the project was certified. In addition the test by the State's Central Lab indicated that the cement was well within specification requirements. The compressive strength of the concrete samples obtained during last year's paving operations varied from 4330 to 5235 psi, well above the designed strength of 3300 psi. The mix design being used this year is the same as the one used last year. The concrete placed last year was cored to determine thickness. The thickness varied from 7.713 inches to 8.2+ inches, with the thickness in eight of the 27 cores being below the designed 8 inches. The penalties for the thin PCC will be in accordance with the schedule in the contract.

FORM B-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7566

Salem, Oregon
March 26, 1973

SUBJECT: Determination of Volume
Concrete Pavement Using
Plant Batch Weights
LaGrande-Ladd Canyon Section
Contract No. 7566

To: W. E. Schwartz
Region Engineer

FROM: C T Keasey
C. T. Keasey
Construction Engineer

The method suggested by your contractor on the subject project for determination of volume of P.C.C. pavement by means of converting from plant batch weights has been reviewed and is approved.

Please submit a Price Agreement documenting the change in method of measurement.

CTK:fw
Enc.
cc: H. S. Coulter
R. N. Bothman
L. W. Rulien
C. O. Fredrickson
J. H. Versteeg
J. F. Putnam
J. E. Wilson

RECEIVED
MAR 26 1973
Office of
Assistant State Highway Engineer

SP*52475-734

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 23, 1973

SUBJECT: Determination of Volume
Concrete Pavement (Cubic Yards)
Using Plant Batch Weights

To: C. T. Keasey
Construction Engineer

FROM: John H. Walker
Quality Control and Training Engineer

Region 5 Engineer Schwartz' letter of January 16, 1973 regarding a suggested method for the determination of volume of concrete pavement by means of converting from plant batch weights has been reviewed. This method would employ the use of AASHO T-121 test to determine the weight per cubic foot of the concrete being produced. With the weight per cubic foot established, the volume in a batch can be calculated and the volume of concrete in a days production can be easily determined from the number of batches produced.

This method of determining the volume of concrete in the pavement is probably more accurate than the cross section measurement as has been used primarily in the past. This suggested method has been discussed with Jim Wilson of our Materials Section and with Clarence Swenson of the Specifications Unit along with myself, and we all agree that it is an accurate and practical method to determine the volume of concrete pavement.

Our present standard specifications, under Section 109.01(d) at about the middle of Page 88, allows that material to be measured by the cubic yard may be weighed and such weights converted to cubic yards for payment. This by request of the contractor and approved by the Engineer. This must also be documented in writing. It can be done by using either a Price Agreement form or a document signed by each party. If this method is used, there are several things that should be done to assure accuracy:

1. Each day or shifts production should be considered separately in the volume determination. ←

2. A minimum of at least two AASHO T-121 tests should be made for each day or shift production. The result of the tests made should be averaged and the resultant used for the weight per cubic foot of the concrete for that day. ←

3. In case of concrete being produced for only a half a shift or less, at least one AASHO T-121 test must be made to determine the weight per cubic foot of the concrete.

4. It should be noted that the AASHO T-121 test calls for a yield bucket of either 1/2 cubic foot or one cubic foot to be used. Most of the yield buckets in the field are 1/4 cubic foot and are considered to be too small for this purpose. Yield buckets of 1/2 cubic foot should be acquired.

Using this suggested method for determining volume by converting from batch weights has a distinct advantage of a considerable saving in engineering costs when compared with a cross sectional method and computing volumes by the end area method. All field survey work is eliminated and the computation time and cost is materially less with the suggested method.

With the suggested method, the AASHO T-121 tests must be performed and the number of batches produced and incorporated into the pavement must be recorded, then conversion made to volumetric measure. Overall, a considerable saving in engineering can be expected.

While probably minor, the suggested method measures only the concrete which is incorporated into the pavement, while past cross sectioning end area methods includes the volume taken up by the reinforcing steel.

It is recommended that this suggested method be used on the LaGrande-Ladd Canyon Section as suggested by Mr. Schwartz and that also this method be considered on the Hubbard Interchange-Woodburn Interchange Section.

JHW:fw

3/23/73 10AM
Discussed with
Nichols FHWA and he
approves of the method.
as described above.

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
January 16, 1973

SUBJECT: Bid Item No. 29 - Payment
La Grande - Ladd Canyon
Old Oregon Trail Highway
Union County
Contract 7566

To:

Mr. C. T. Keasey
Construction Engineer

SALEM

Attached is correspondence from Resident Engineer John Hagedorn regarding the method of measuring bid item no. 29 on the above project. Also attached is a letter from P.C.C. Subcontractor, Acme - Vickrey, together with a sheet from State of Washington special provisions.

I agree with Hagedorn and Acme - Vickrey that our specifications are ambiguous and vague. I also agree that the method of measurement suggested by Acme - Vickrey is relatively simple and equitable.

With your concurrence we will have a documentary price agreement drawn which will spell out the method of measuring this item. The method will be as per the suggestion of Acme - Vickrey.

Wendell E. Schwartz
Region 5 Engineer

WES/bv
Attachments
cc: John Hagedorn

Routing
1 Keasey K
2 Bond
3 Walker W
Johnsen
RECEIVED
JAN 18 1973
CONSTRUCTION SECTION
Pease E
4 Glenn
Litchfield
Berg

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande
January 10, 1973

SUBJECT: La Grande-Ladd Canyon Sect.
Contract No. 7566
Payment by Cu. Yd. for PCC Pavement
Bid Item No. 29

To: W. E. Schwartz
Region Engr.

Under bid item no. 29 we are to place some 14,000 cy. of 7" to 9" continuously reinforced concrete pavement. The method of payment is by the cubic yard.

Subcontractor Acme-Vickery has written a letter requesting that we measure as per Washington States method. A copy of the letter and a copy of Washington States special provisions outlining their method of measurement is attached.

Washingtons method of determining the weight per cubic foot of a batch, is I believe, the same as ours. Their specs state that the volume per batch be determined twice daily. We determine this for at least every 750 lin. ft. of PCC placed, or every 440 cy. of concrete.

I checked this method by using the data we have for the E. Bnd. PCC placed last fall. Considering the average depth obtained from our cores and adjusting our bid price accordingly I determined that this would be a very satisfactory way to measure for payment.

The attached sheet shows my computations.

J. R. Hagedorn
J. R. Hagedorn
Res. Engr.

☒ RE ☑ RCE ☐ RBE ☐ RME

☒ ROE JAN 10 1973 ☐

☐ RDE RECEIVED REGIONAL OFFICE ☐

attach:

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

To: W. E. Schwartz

SUBJECT: La Grande-Ladd Canyon Sect.
Contract No. 7566
Payment by Cu. Yd. for PCC pavement
Bid Item No. 29

Adjustment of unit bid price necessary to correlate square yard basis to cubic yard basis:

Actual average depth	8.165 inches
Specified depth	8.0 inches

$\frac{8.165}{8}$ 1.0206

1.0206 x $6.85 (bid price/square yard) $6.99

Beginning of project to 361+75 22,783 lin. ft. or 60,754.7 sq. yds (24' wide)

60,754.7 x $6.99 $424,675.

* * * * * * *

From our tests taken every 750 lin. ft. (440 cy. of concrete):

Average cu. ft. per batch	242.27
Batch count	1,531

1,531 x 242.27 $\frac{370,915}{27}$ 13,737.6 cu. yds.

13,737.6 x $30.82 (adj. bid price/cu. yd.) $423,393.

$\frac{\$424,675}{\$423,393}$ 1.003 or less than ½ of 1 percent.

If we use this method of measurement it should be computed on a daily basis to allow for variations in the aggregate due to rain, wind, etc.

ACME-VICKRE., A Joint Venture

AREA CODE 509
KEystone 4-2626

BOX 2503, TERMINAL ANNEX
SPOKANE, WASHINGTON 99220

November 7, 1972

Mr. John R. Hagedorn, Resident Engineer
Oregon State Highway Department
1602 Cove Avenue
LaGrande, Oregon

Re: Contract No. 7566

Gentlemen:

After further study of the Standard Specifications and the Special Provisions on the above referenced project, we feel that the method of measurement on Item 29, 7"-9" C.R.C.P. is somewhat ambiguous.

We would like to suggest a method which has been used before and which we feel is most equitable. Under this method the Highway Department has tickets on each load to document that the material was placed on the roadway. These tickets are then verified with the automatic counter at the batch plant and all materials wasted are then agreed upon daily between the Contractor and the Highway Department. The scales at the batch plant are certified and the weights to determine a cubic yard are the design computed by the Highway Department, which can be correlated with the testing methods of the Highway Department.

We feel the above method of measuring will eliminate all disputes which could arise in other methods of measurements.

Thank you for your consideration in this matter and if you have any questions pertaining to this, please advise.

Very truly yours,

ACME-VICKREY, A Joint Venture

Ronald C. Clark

Ronald C. Clark
Superintendent

RCC/jh

CEMENT CONCRETE PAVEMENT

The requirements of the fifth paragraph of section 5-05.3(11) of the standard specifications shall be required only when directed by the Engineer. The pavement shall be given a final finish surface by texturing with a broom perpendicular to the centerline of the pavement. The broom or comb shall produce striations approximately 1/8 inch in depth in the fresh concrete with spacings approximately the same as the depth of the striations. The actual nominal depth of striations shall be determined in the field by the Engineer. The brooms or combs shall be operated mechanically either singly or in gangs with several placed end to end. Finishing shall take place with the face of the bristle ends as nearly parallel to the concrete surface as is practicable, to eliminate the dragging of the mortar. A test section shall be run prior to approval of the striation machinery for equipment, results of which have not been observed, so as to enable the Engineer a review and approval of the methods and assist in determining the actual striation depths to be used. All contraction joints shall be taped as described in paragraphs 8 and 9 of section 5-05.3(8)A.

14 Day, Variable Section (0.75' Minimum Thickness) - Section 1

The existing pavement surface shall be thoroughly cleaned by sweeping and/or washing to remove dust and other foreign matter before constructing the cement concrete pavement overlay. The condition of the existing surface shall be satisfactory to the Engineer before any overlay will be permitted.

Measurement and Payment

The unit contract bid price per cubic yard for Cement Concrete Pavement "14 Day, Variable Section" (0.75' minimum thickness) and per each for "Dowel Bars" shall be full compensation to the Contractor for furnishing all labor, tools, equipment and materials for constructing the cement concrete pavement, including preparation of the existing surface and tie bars. No further compensation will be made.

The volume of cement concrete pavement to be paid for shall be the cubic yards actually accepted and placed.

The volume of cement concrete in cubic feet per batch shall be calculated by determining the weight per cubic foot of a batch in accordance with WSHD Test Method No. 806A and dividing the result into the total accumulated weight of cement, aggregate and water used in the batch.

The volume of cement concrete per batch shall be determined twice daily, or oftener if considered necessary by the Engineer.

The volume per batch for each day's paving operation shall be determined by averaging all volume determinations made that day.

The volume of cement concrete to be paid for each day shall be the total number of batches accepted and placed, multiplied by the volume per batch determined as outlined above.

Section 2
The bars of the type described in standard plan A-2 for future adjacent lane construction will be required for the longitudinal construction joint to be constructed between station LE 285+03 to station LE 287+16 and between station LW 341+20 to station LW 346+79.

All cost and expense to the Contractor for constructing the cement concrete pavement on Section 2, including the requirements of this provision, shall be included in the unit contract bid prices per square yard for Cement Concrete Pavement "3 Day 0.75' Section" and per each for "Dowel Bars".

DOWEL BARS
The Contractor shall drill holes in the existing cement concrete pavement, and the furnish and place dowel bars in the construction joints to be constructed at the following approximate stations:

Section 1

Station L^W 598+12

Section 2

Station L^E 174+92
Station L^E 182+07
Station L^E 285+03
Station L^W 341+20
Station L^W 346+79

7566

March 22, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-6(47)265

FROM L. H. Young, Office Engineer

SUBJECT Request Change Order Approval

Contract 7566, Extra Work Order No. 18

Project La Grande-Ladd Canyon

Highway Old Oregon Trail

County Union

This Order covers the cost of constructing and removing temporary shoring to protect workmen during the construction of the R.C.B.C. extension at Station 448+20 Rt. Slide activity at this location has indicated potential unstable conditions and the workmen refused to work without the shoring.

A copy of the Engineer's letter of explanation and of the proposed shoring plan are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, December 4, 1972.

Your approval as of December 4, 1972 is requested.

[redacted]
Attach.

5

7566

March 21, 1973

TO
Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-6(47)265

FROM
L. W. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7566, State Force Order No. 12

Project La Grande-Ladd Canyon

Highway Old Oregon Trail

County Union

This Order covers the cost of permanent striping of traffic areas throughout the project.

The contractor is neither properly equipped nor staffed to perform this work. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed prices for striping. The estimated cost of this work is $2,400.00 with Federal participation in the amount of $2,160.00. Reimbursement on an agreed unit price basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, March 9, 1973.

Your approval as of March 9, 1973 is requested.

BMW:bb
Attach.

5

7566

NOTED
A. E. JOHNSON

CON LAG 99 2-21-73 1.01 PM

C. T. KEASEY

RE LA GRANDE - LADD CANYON
CONTRACT NO. 7566

TRAFFIC LANES REDUCED TO 2 LANES FROM XXXXX STATION 340 PLUS-MINUS, TO EASTERLY END OF PROJECT -485 PLUS-MINUS- AT 11.40 A.M.

R. C. LANG
BV17.

Note This is for resuming construction after winter shutdown -
K

2/21/73 Copies to:
A E Johnson
H S Coulter
D H Moehring -
per C T Keasey
fw.

RECEIVED
STATE HWY ENGR
FEB 22 '73
REFER TO
FOR
Info Investig R/D D/B Sign Act File

7566

FORM E-90-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1973

7566

SUBJECT: Additional Right of Way Acquisition
LaGrande-Ladd Canyon Section
R/W File 41043
Boise-Cascade Corp.

To: D. H. Moehring
Right of Way Engineer

FROM:
C. T. Kessey
Construction Engineer

RECEIVED
STATE HWY ENGR
JAN 31 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
A. E. JOHNSON

Attached is a request from Region V for an additional right of way taking on the subject file.

This property is needed to encompass the cut~~s~~ slope opposite Station 434+50. A sketch showing the dimensions of the needed property is attached.

Please have a description prepared and commence negotiations for this parcel.

Also attached is a reminder copy of a previous request for additional right of way on the J. and J. Boothman property, R/W File 41813. This property is under condemnation and we are working on a permit of entry.

CTK:fw

Enc.

cc: A. E. Johnson
Alfred H. Shirley, Jr.

FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
January 26, 1973

SUBJECT:

Additional R/W Acquisition
La Grande-Ladd Canyon Section
Boise Cascade Corp.
R/W File No. 41043

To:

C. T. Keasey
Construction Engineer

SALEM

Attached is a sketch showing additional right-of-way needed on the Boise Cascade File No. 41043. Would you please take the necessary steps so that the description can be prepared and additional right-of-way acquired. You will note from the sketch that the top of the cut went beyond the originally acquired right-of-way.

Also, make sure that the proposed addition to the Boothman File No. 41813 which was sent to Floyd Scott gets under the ammended complaint on the Boothman acquisition, copy att.

W. E. Schwartz
Regional Engineer

By

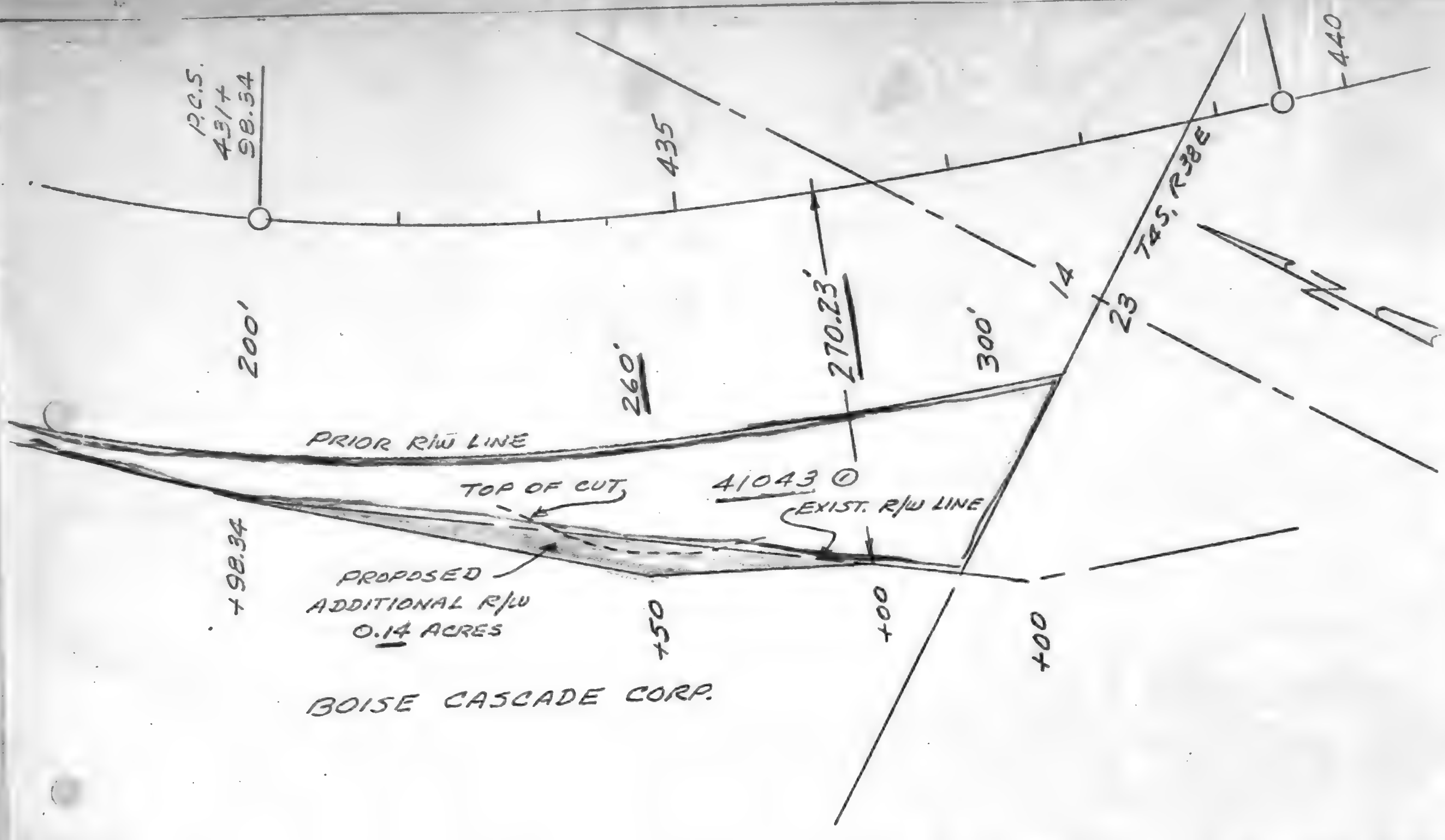
Alfred Shirley Jr

Alfred Shirley, Jr.
Regional Construction Engineer

AS:sh
Attachment

cc J. R. Hagedorn
Verne Allen

K Routing E
1 Keasey RECEIVED Pease
Bond JAN 29 1973 Glenn
Walker Litchfield
Johnson CONSTRUCTION SECTION Berg



P.C.S.
431+
98.34
435
440
200'
260'
270.23'
300'
14
23
T4S, R38E
PRIOR R/W LINE
TOP OF CUT
41043 ①
EXIST. R/W LINE
PROPOSED
ADDITIONAL R/W
0.14 ACRES
+98.34
+50
+00
+00
BOISE CASCADE CORP.

PROPOSED ADDITIONAL R/W ACQUISITIC
LA GRANDE - LADD CANYON SECT.
BOISE - CASCADE CORP. PROPERTY
R/W FILE # 41043
SCALE: 1" = 100' JAN. 197-
J.R. HAGEDORN, RES. ENGR.

FORM E-30

☐ ROE AUG 21 1972 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 18, 1972

SUBJECT: La Grande-Ladd Canyon Sec.
Slide Correction
Proposed Addl. R/W Acquisition
J. & J. Boothman Property
R/W File No. 41813

To: W. E. Schwartz
Regional Engineer
LaGrande

A couple of weeks ago we began the slope flattening work at Sta. 471-475 under P. A. #7. I have examined the work and believe that I can now safely determine the additional R/W that will be necessary. We have been doing the work under a permit of entry.

Attached are sketches showing the additional 0.57 acres to be acquired. This file, No. 41813, is under condemnation so the complaint will probably have to be amended for this additional acquisition.

The new proposed R/W line was computed to intersect with the R/W line described in the complaint (opposite Station 475 + 50) in order to preclude changing the acreage amounts shown in the complaint.

J R Hagedorn
J. R. Hagedorn
Resident Engineer

☐ RE ☐ RCE ☐ RBE ☐ RME
ROE JAN 17 1973 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

JRH:rdc

Attach.

1/17/73

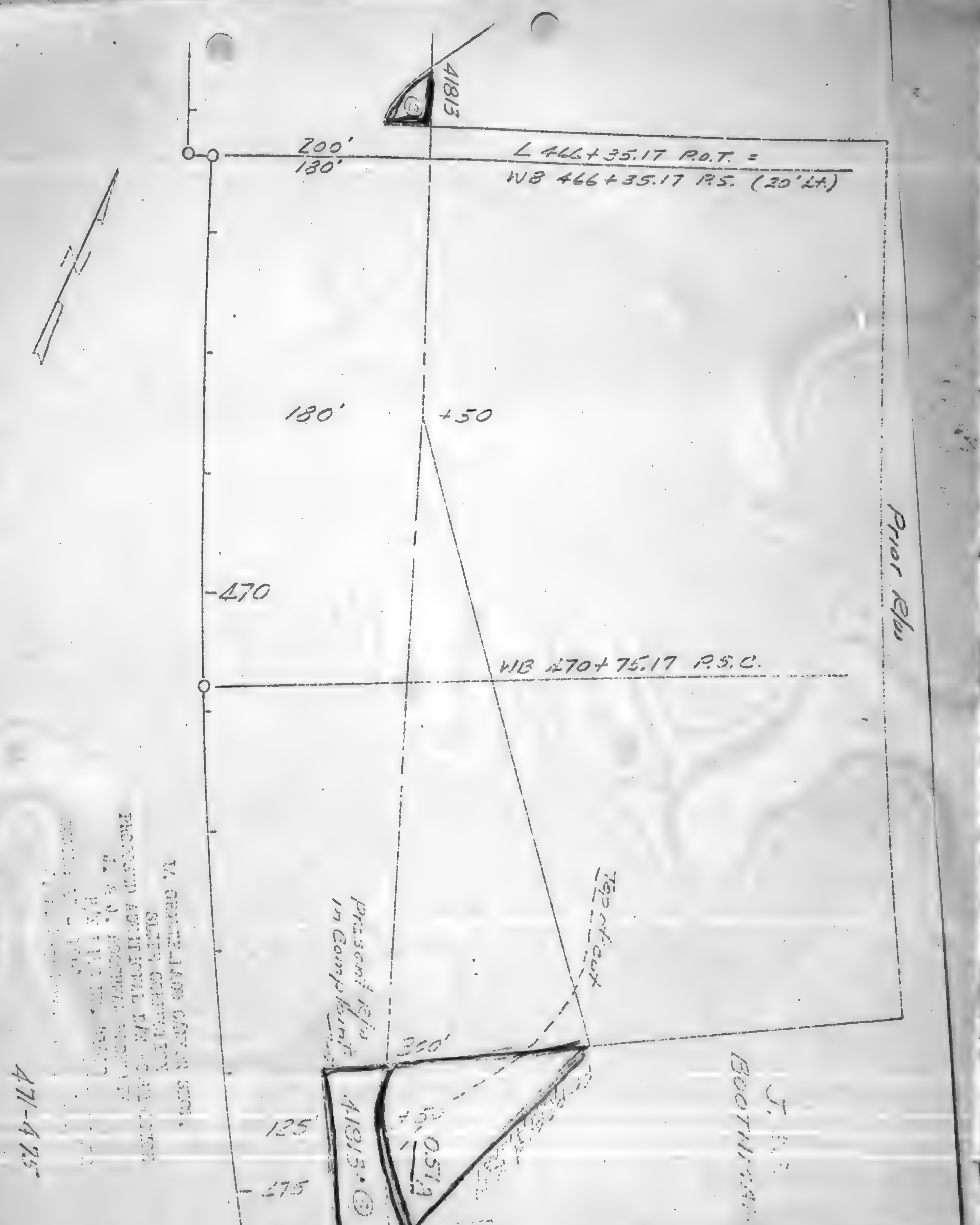
Design Section
SALEM

Attention: Floyd Scott

Herewith sketch of the above file that should be added to the original complaint of Boothman's. I belaive the letter from Hagedorn is selfexplanetory enough for a description to be made.

W. E. Schwartz
Regional Engineer
By: F. L. Epley
F.L.Epley

CC R/W Section - John Oakes
c/c Vince Allen 1-17-73


41813
②
200'
180'
L 446+35.17 P.O.T. =
WB 466+35.17 P.S. (20' Lt)
180'
+50
-470
WB 270+75.17 P.S.C.
Prior R/W
Top of cut
Present R/W
In Complaint
300'
125'
-275
41815-②
0.51 A
J.
Boothman
471-4 75

5

RECEIVED
JAN 22 1973

FORM 2-30-X 12-67
FOR FILING

7566

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1973

SUBJECT: On-The-Job Training
Contract No. 7566

To: J. R. Hagedorn
Resident Engineer
1602 Cove Avenue
LaGrande, OR 97850

NOTED
A. E. JOHNSON

In reviewing our records, we find that Roger J. Anderson, Mechanics Helper trainee, has had previous training on another project. Ray Kizer Construction Company and Rogers Construction, Inc. provided 77.5 hours training to the same Roger J. Anderson on Contract No. 7539 in June, 1972.

Since July 6, 1972, he has been receiving training from Hughes & Ladd on your contract No. 7566. Through the fourth quarter of 1972, this has amounted to 702.5 hours, making his total training time 780 hours.

Under the training provisions, the State will continue to participate in training at $.80 per hour until the 1,000 hours, or $800 maximum is reached. It is possible that this will occur during the first quarter of 1973.

Please notify Hughes & Ladd of Anderson's previous training.

It will be your responsibility to insure that the State's participation in Anderson's training costs do not exceed the $800 amount.

C. T. Keasey
Construction Engineer

By MDGlenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

cc: A. E. Johnson
Gene Huntley
W. E. Schwartz

RECEIVED
JAN 19 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JAN 13 1973
FOR FILING

7566

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: January 11, 1973

In reply refer to: 10-35-DA

RECEIVED
STATE HWY ENGR
JAN 15 '73
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : Mr. G. L. Green, Division Engineer
Salem, Orégon

SUBJECT: LaGrande - Ladd Canyon
Old Oregon Trail Highway
Oregon Project I-80N-6(47)265
State Force Order No. 10
Total Estimated Amount of the Order - $600.00
Federal Participation - $540.00

Reference is made to Mr. Young's letter of January 3, concerning the subject order.

Federal participation in the cost of transporting and using a State owned pavement burner is approved as being in the public interest under the provision of PPM 21-6.2 for the following reasons.

1. This is a specialized equipment not reasonably available from private sources.
2. It was needed to prepare the surface of the existing surfaces so the contractor could pave temporary connections in the adverse weather conditions.
3. The temporary connections were constructed so the entire facility could be temporarily opened to 4 lane traffic thereby reducing hazardous conditions through the winter months.

Federal participation will be based on actual cost. The estimated total costs of the work to be done under this order is $600.00 with Federal participation of $540.00

Enclosure
State Force Order No. 10

to Young 1-15-73

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ASST. STATE HWY. ENGR.

5

RECEIVED
JAN 16 1973
~~FOR~~ FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: January 11, 1973

In reply refer to: 10-35-DA

7566

RECEIVED
STATE HWY ENGR
JAN 15 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : Mr. G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(47)265
LaGrande-Ladd Canyon Section
Old Oregon Trail Highway
State Force Order No. 11
Total Estimated Amount of the Order - $800.00
Federal Participation - $450.00

Reference is made to Mr. Young's letter of January 3, concerning the subject order.

The use of State Forces to install State furnished signs for temporary signing is approved as being in the public interest under the provision of PPM 21-6.2 for the following reasons:

1. The project work had advanced so it was feasible to open the project to four lane traffic during the winter months. By doing so it considerably reduced the potential hazards during the winter months.

2. The contractor was unable to furnish the required signs on such a short notice.

Signing to be performed should be in conformance with the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the actual cost of signing less salvage value. The estimated total costs of the work to be done under this order is $800.00 with Federal participation of $720.00

Enclosure
State Force Order No. 11

J Young
1-15-73

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

cont

RECEIVED
JAN 4 - 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7566

DATE January 3, 1973

TO ~~G. L. Green, Division Engineer~~
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-80N-6(47)265

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7566 Extra Work Order No. 17

Project La Grande - Ladd Canyon

Highway Old Oregon Trail

County Union

This order covers the work necessary to open the project to 4 lanes of traffic. Included in this work will be the construction of connections off of the Eastbound lanes, connection at Ladd Creek Road and the movement of signs and sight posts at various locations. This work will alleviate a hazardous winter traffic condition that exists under the present 2 lane condition.

Copies of the engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer November 14, 1972.

Your approval as of November 14, 1972 is requested.

Attach.

BMW:dgk

RECEIVED
JAN 4 - 1972
FOR FILING

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

7566

DATE January 3, 1973

TO G. L. Green, Division Engineer
~~N. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-80N-6(47)265

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7566 Extra Work Order No. 16

Project La Grande - Ladd Canyon

Highway Old Oregon Trail

County Union

This order covers the work necessary to provide a connection between the new Eastbound P.C.C. pavement and the new Westbound P.C.C. pavement at stations 369 to 362. A temporary connection at this location was not included as part of the contract work but is necessary to provide a 4 lane section of highway to the traveling public during the winter months.

Copies of the engineer's letter of explanation and a sketch showing the proposed work are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on November 14, 1972.

Your approval as of November 14, 1972 is requested.

Attach.

RMW:dgk

RECEIVED
JAN 4 · 972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7566

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 3, 1973

TO G. L. Green, Division Engineer
~~RxxExxSimpsonxxDivisionxEngineer~~
Federal Highway Administration

Federal-aid Project
No. I-80N-6(47)265

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7566 State Force Order No. 11

Project La Grande - Ladd Canyon

Highway Old Oregon Trail

County Union

This order covers the installation of temporary signing throughout the project which is necessary to open the project to 4 lanes. The contractor is unable to provide the necessary signs on short notices, but will aid in the installation of the signs by providing a power auger.

Copies of the engineer's letter of explanation are attached.

The estimated cost of this work is $800.00 with Federal Participation in the amount of $720.00. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer November 14, 1972.

Your approval as of November 14, 1972 is requested.

Attach.

BMW:dgk

5

RECEIVED
JAN 4 - 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7566
~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

DATE January 3, 1973

Federal-aid Project No. I-80N-6(47)265

TO
~~C. L. Green, Division Engineer~~
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM
L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7566 State Force Order No. 10

Project La Grande - Ladd Canyon

Highway Old Oregon Trail

County Union

This order covers the cost of transporting and using a state owned pavement burner to aid the contractor in paving in adverse weather conditions. Paving at this time is necessary to open the project to 4 lanes. Also included in this order is the cost of providing a asphalt kettle to apply hot asphalt tack coat. The contractor is not prepared to furnish these items of equipment at this time and the state has the equipment available.

The estimated cost of this work is $600.00 with Federal participation in the amount of $540.00. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer November 14, 1972.

Your approval as of November 14, 1972 is requested.

Attach.

BMW:dgk

5

RECEIVED
1972
FOR FILING

7566

December 14, 1972

To Governor Tom McCall

Accident record through the construction area involved in two contracts.

1. Ladd Canyon Section - #7671 (complete file in this contract)
2. LaGrande-Ladd Canyon Section-#7566

From Klaboe

RECEIVED
DEC 14 1972
FOR FILING

7566

December 13, 1972

The Honorable Ed Patterson
State Representative
1207 "M" Avenue
La Grande, OR 97850

Dear Ed:

21-0
#4671

We have investigated the accident record through the construction area involved in two of our adjoining contracts in the Ladd Canyon area south of La Grande.

Since work started on the first of these two projects on June 21, 1971, there have been ten fatalities in eight accidents. Of these eight accidents, three occurred within the limits of construction activity and none of them involved construction equipment. The other five fatal accidents occurred as a result of vehicles going out of control on snow or ice or other unknown reasons in areas not yet under contract on which no construction activity had been started.

This has been an extremely difficult project to construct due to the necessity to provide a modern, wide, four-lane freeway in this narrow, rugged canyon and still provide for traffic through the project. The restricted working room and the many equipment crossings required to construct such a highway involve flagging conditions, and frequent stops by motorists. The project plans and specifications include definite construction signing plans and provision for traffic control.

Nearly all of the major grading work has now been accomplished so the balance of the work remaining should be relatively safe for traffic. Our contractor on the La Grande-Ladd Canyon section has agreed to forego any further work restricting traffic until next spring, which will allow us to provide four lanes of traffic through the entire area during the winter months. This should greatly facilitate the movement of traffic in the area.

It will be necessary to restrict traffic again to two lanes through the canyon area when work resumes next spring. The last of these two projects is scheduled for completion by late summer of 1973.

In addition to the four-laning, the signing and delineation are being supplemented and upgraded to facilitate the movement of traffic.

Thank you for calling this matter to our attention.

Sincerely,

F. B. Klaboe
Deputy State Highway Engineer

bc: G. M. Baldwin
Tom Edwards
A. E. Johnson
C. T. Keasey
W. E. Schwartz

CTK:fr/AEJ:ja dps

Johnson

HOME ADDRESS
E. E. "ED" PATTERSON
1207 "M" AVENUE
LA GRANDE, OREGON 97850

UNION, WALLOWA COUNTIES

COMMITTEES
MEMBER:
STATE AND FEDERAL AFFAIRS
REVENUE

Klabe -
c/o for
GMB

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

November 27, 1972

cy Keasly - info
Schwartz - (as discussed)
11-30-72

Mr. George M. Baldwin, Director
Department of Transportation
Oregon State Highway Building
Salem, Oregon 97310

Dear George:

I am writing in regards to a matter of utmost urgency. The alarming accident rate on that portion of I 80 under construction between La Grande and Baker. Specifically the Ladd Canyon portion of the highway under construction. The seventh fatality occurred early Thanksgiving morning. I'm informed that 27 others have needed ambulance service since that section began reconstruction.

The winter weather is just beginning and even more hazardous conditions will be prevalent. I do not know if all the accidents could be blamed on the condition of the road due to construction. However, I urge you to institute additional traffic safety devices on this stretch of highway.

I fear further loss of life will occur unless this recommendation is followed.

Thank you for your attention in this matter.

RECEIVED
STATE HWY ENGR
NOV 29 '72
REFER TO

Sincere regards,

Ed

Ed Patterson
State Representative

EEP:mf

cc: Gov. Tom McCall

RECEIVED
NOV 28 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
NO
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
UL DEC 14 1972

FOR FILING

December 13, 1972

Mrs. Audrey A. Pederson
Medical Technologist
Grande Ronde Hospital
902 - 14th Street
La Grande, OR 97850

Dear Mrs. Pederson:

Your November 27 letter expressed your concern over the injuries and fatal accidents which have occurred in the Ladd Canyon area south of La Grande since construction started.

I share your concern and we are taking several measures to reduce the hazards through this area as much as possible.

Additional signing and delineation are being provided to help guide the motorists through the area. Our contractor on one of the two projects involved, Hughes & Ladd, has agreed to forego any further major work through the canyon area until spring, which will permit the use of four lanes for traffic until work resumes after the winter storms have abated.

This has been a very difficult project to construct but nearly all of the major grading work involving heavy construction vehicles has been completed, so the balance of the project, scheduled for completion late next summer, should be relatively safe.

The new freeway, when completed, will, I am sure, reduce the accident potential by many times and provide a safe, modern highway for motorists.

Thank you for calling this to our attention.

Sincerely yours,

F. B. Klaboe
Deputy State Highway Engineer

bc: G. M. Baldwin
Tom Edwards
A. E. Johnson
C. T. Keasey
W. E. Schwartz

CTK:fr/AEJ:ja dps

Klaebe -
R/D for GMB

RID

27 November 1972

RECEIVED
STATE HWY ENGR
NOV 29 '72
REFER TO
FOR

Mr. George Baldwin
Highway Administrator
Oregon State Highways Department
Salem, Oregon

Cy: Kenny
Schwartz
12-1-72

Dear Mr. Baldwin:

There have been three fatal accidents in the Ladd Canyon construction area within the past month:

November 23......Gary Giggard........age 22
November 19......Sam Rice............age 45
October 27.......Roy Takahashi.......age 28

There have been other fatalities prior to these; very frequent, very unnecessary and very consistent.

I called Mr. Roger Lang, Regional Office Engineer, on November 20th and discussed these many recent accidents with him, possible causitive reasons and asked what could be done to stop furthur inane deaths. Mr. Lang conveyed to me a rather passive attitude. His interest seemed to be in assuring me that all safety regulations are in compliance; posted speed limits, lighted signs, etc.

I drove through the Ladd Canyon construction area and as Mr. Lang stated there are posted speeds of 40 and 45 mph, lighted signs, barriers, even the fresh oil spills and broken glass where motorists recently died.

It is apparent that prescribed safety regulations, in the construction zone, are inadequate; the same must be apparent to Mr. Lang each time he picks up the LaGrande Observer and reads "Ladd Canyon Claims Another Motorist."

I don't know what the problems are with this section of highway, but in the interest of sparing more unsuspecting motorists the possibility of dying in this canyon, I suggest someone do a better job of handling this problem.

Sincerely,

Audrey A. Pedersen

(Mrs. Audrey A. Pedersen)
Medical Technologist, Grande Ronde Hospital
902 - 14th Street
LaGrande, Oregon 97850

RECEIV
NOV 29 19
OFFICE OF
ADMINISTRATOR OF H

cc: Klaybo, Hagedorn, Fillmore, Schwartz and Lang

[illegible]

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7566

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 7, 1972

TO

~~G. L. Green, Division Engineer~~
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-80N-6(47)265

FROM

[illegible]

L. H. Young
Programing Engineer

SUBJECT

Request Change Order Approval

Contract 7566 Extra Work Order No. 15

Project La Grande - Ladd Canyon

Highway Old Oregon Trail

County Union

The order covers grinding a rough bridge joint at the point where it meets the impact panel on bridge number 9686. This grinding is necessary due to an inadvertent error in setting grades.

Attached are copies of a letter from the Regional Maintenance Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on November 14, 1972.

Your approval as of November 14, 1972 is requested.

Attach.

JK:dgk

5

RECEIVED
OCT 17 '72
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7566

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 16, 1972

TO G. L. Green, Acting Division Engineer
~~[illegible] Simpson, Division Engineer~~
Federal Highway Administration

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. N. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7566 Extra Work Order No. 14

Project La Grande - Ladd Canyon

Highway Old Oregon Trail

County Union

This order covers the cost of furnishing and placing 1 inch diameter dowels in the end of the deck slab to provide a connection between the structure and the bridge end panels. This connection is desirable due to the possibility of future maintenance work being performed to mud jack the impact panels which will lift the panels off of the paving ledge.

Copies of the Engineer's letter of explanation are attached. Work covered by this order started September 26, 1972.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer October 4, 1972.

Your retro-active approval as of September 26, 1972 is requested.

Attach.

BMW:dgk

RECEIVED
SEP 27 1972

FOR FILING

7566

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE September 19, 1972

TO Mr. Joe Schlieski
Resident Bridge Engineer

FROM R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT LaGrande-Ladd Canyon Section
Old Oregon Trail Highway
Contract 7566
Non-Specification Metal Reinforcement

This letter is to confirm today's telephone conversation regarding non-specification metal reinforcement which has been delivered to the subject project.

The reinforcement is a product of Oregon's steel rolling mills. It was furnished by Mercer Steel Company and is from Heat B3111.

Our Materials Testing Laboratory and Mercer Steel Company have informed us that the reinforcement in question was cut and delivered for the Ladd Creek Interchange, Bridge No. 9686. The following bars were delivered: 37'6" and 41'6" No. 14 Bars for the Cross Beam at Bent 2, and 62'0", 46'8", and 35'6" No. 14 Bars for the Cross Beam at Bent 3.

Not all of these bars were from the bad heat. However, since it is not possible to determine which bars are from the bad heat, all the bars must be replaced. Such replacement is at the expense of the contractor or his supplier.

Please check this structure closely as well as all structures on all other projects under your jurisdiction to ensure that bars from this heat are not being incorporated in other structures. Please report to this office any instances where bars from the bad heat have been or are scheduled to be incorporated in a highway structure.

RWE/ag

cc W. E. Schwartz
A. E. Johnson
J. Jenkins
L. L. Wallace
R. J. Wright
H. A. Schell-FHWA

RECEIVED
SEP 20 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 20 1972
FOR FILING

S

7566

September 19, 1972

To Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

604

From F. B. Klaboe
Deputy State Highway Engineer

Subject FAP I-80N-6(47)265, LaGrande-Ladd Canyon Sec.
Baker Safety Complaint
Your File: 10-35-DB

Your August 17 letter was referred to the LaGrande Regional Engineer and theaalleged equipment safety violations claimed by Mr. Baker were investigated by the Resident Engineer.

The Accident Prevention Division of the State Workmen's Compensation Board was also notified and their inspector promptly checked the project with particular reference to equipment brakes. The contractor made some corrections promptly and is considered in compliance with current safety requirements.

Our Resident Engineer made a rather in-depth review of the contractor's equipment maintenance and his three-page report is attached for your further information. Supplementing this, in regard to seat belts, we are advised that seat belts are required only in equipment with roll-over-protection systems which have not yet been required on the equipment involved here.

Attach.

cc: Tom Edwards
C. T. Keasey
A. E. Johnson
W. E. Schwartz

JAB:sat dps

RECEIVED
STATE HWY ENGR
SEP 18 '72
REFER TO
FOR

FORM E-20 (REV. 10-[illegible])

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1972

SUBJECT: Alleged Safety Violation
LaGrande-Ladd Canyon Section
Contract No. 7566
Assignment 604-AEJ

To: A. E. Johnson
Assistant State Highway Engineer

John A. Bond
FROM:
John A. Bond
Construction Administration Engineer

Herewith reports from Resident Engineer Hagedorn and Region Engineer Schwartz covering their investigation and observations concerning the safety complaint from Hughes and Ladd one-day employee Richard D. Baker, Sr. We note from Hagedorn's report that there were 7 specific items of brake maintenance on various pieces of equipment in just over two months time. You will note the Resident Engineer interviewed six contractor employees and has also recorded the comments of 2 of our Inspectors.

Although we would agree with the conclusion reached by the Region Engineer that the contractor's equipment is generally in good repair, something more specific is needed. I find that this complaint somehow reached our own Safety Section at about the time the Federal Highway Administration letter was written to us. Ray Stose advised the Workmens Compensation people of it on August 17. Their Inspector, named Lyons, made an on-site inspection of the contractor's equipment on August 18 and left a compliance card requiring that equipment be capable of stopping on any grade. The contractor promptly returned the card showing compliance.

I believe any brake deficiencies must have been promptly corrected. This probably accounts for the rear brakes on equipment 30-7 reported by the master mechanic as being relined on August 19.

The field reports do not comment on the seat belt part of Mr. Baker's complaint. I find that this complaint is not well founded. Although all equipment does not have seat belts, I am advised that the present code applicable to this equipment operating in this situation does not yet require seat belts. Seat belts are required only on equipment that has roll-over protection and the roll - over protection is being phased in over a period of time starting with new equipment.

Rough draft of a reply to theFHWA is attached.

RECEIVED
SEP 14 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

JAB:fw
Enc.

SP*52475-734

CON LAG 30 9-12-72 8.45 AM

JOHN BOND

ON THE HUGHES AND LADD SAFETY VIOLATION, WE FIND THAT SOME OF THE DUMP TRUCKS ARE EQUIPPED WITH SEAT BELTS AND SOME ARE NOT. THE DRIVERS ADVISE THAT EVEN ON THE VEHICLES THAT HAVE SEAT BELTS, THESE BELTS ARE NOT PROPERLY INSTALLED. FURTHER, THAT HUGHES AND LADD"S SUPERINTENDENT FOR THE PROJECT DOESTXX DOES NOT SEEM TO KNOW WHETHER OR NOT THE SAFETY ACT REQUIRES THEM TO HAVE SEAT BELTS.

W E SCHWARTZ
SWL7.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 31, 1972

Routing
Bond
Walker
Johnsen
RECEIVED
SEP 1 1972
CONSTRUCTION SECTION
Pease E
Glenn
Litchfield
Berg

SUBJECT:

To:

C. T. Keasey
Construction Engineer

S A L E M

Attention John Bond

OSHA Safety Violation
La Grande-Ladd Canyon Section
Old Oregon Trail Highway
Union County
Contract No. 7566

We have had the above safety violation investigated by Resident Engineer John Hagedorn, who has prepared the attached report.

It appears that the incident involving the complainant, Mr. Baker, is rather well known, even to our inspectors. Mr. Baker was a new operator, supplied from the Teamsters' hiring hall. He apparently was unfamiliar with the operation of Euclid R-35 dump trucks. He complained to the foreman about the brakes on one truck, was told to park it, and was given another. He did not like the brakes on either truck and quit at the end of the shift. It appears that he was totally unfamiliar with the operation of this type of equipment and was afraid to operate it on a rather hazardous job.

It seems to be the opinion of our project employees that Hughes & Ladd do a better than average job of maintenance on their equipment and that the equipment is generally in good repair. Hughes & Ladd employees interviewed confirm this opinion.

I would recommend that no further action be taken.

Wendell E. Schwartz
W. E. Schwartz
Regional Engineer

WES;sh
Attachment

cc John Hagedorn

SP*52475-734

☒ RE ☐ RCE ☐ RBE ☐ RMS
☒ RCE AUG 30 1972 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 28, 1972

SUBJECT: La Grande-Ladd Canyon Sec.
Contract 7566
Old Oregon Trail Highway
Union County
Safety Complaint

To: W. E. Schwartz
Regional Engineer
LaGrande

Please refer to a letter of Aug. 9, 1972 from Mr. Richard D. Baker, Sr. to Mr. Gerald A Schuler, Regional Safety Engineer, FHWA, to Mr. Schuler's reply of Aug. 16 and to Mr. G. L. Green's letter of Aug. 17 to Mr. Baldwin.

Following are comments of several persons connected with the project:

Stephen C. Anderson, Project Supt., Hughes & Ladd:

Baker complained about #3. #7 was in shops. Got it running and then Baker taken off #3 and put on #7.

Stan Watkins, Day Foreman:

Experienced drivers have no problems. Checks out and gets repairs made when brought to his attention.

Floyd Proffitt, Night Foreman:

Proffitt stated that Baker was afraid to drive any of the Euc's and that he (Proffitt) told Baker that if he was afraid to operate the equipment it would be beneficial to both Hughes & Ladd and Baker to not operate the equipment. He did, however, finish out the shift.

Proffitt also stated that the Euclid trucks were not famous for their braking system, and that all their equipment, including the Eucs got periodic maintenance, including brakes.

Jack Ames, Master Mechanic:

Equip. No. 30-7, install new treadle valve 6-16-72. Equip. No. 30-7, reline brakes on right and left rear wheels 8-19-72. Equip. No. 30-5, reline brakes on right & left front wheels 7-12-72. Equip. No. 30-3, brake lining in good condition 6-15-72. They are checked and adjusted at driver's request. Equip. No. 30-8, install new brake lining 7-12-72 (left front wheel) and install new air can on right rear wheel. Equip. No. 30-9, install new air can on right rear wheel 7-15-72. Equip. No. 30-10, removed left front wheel and checked brake lining.

Workmens Comp
inspection on
8-18

John Haskell, Night Water Truck Driver:

In discussion with Haskell he states that he has driven all of the Eucs. He has also ridden with most of the new drivers that have come on the project to drive the Eucs, and that most of the drivers are inexperienced and do not know how to use the hydratarder brake system. He also stated that Euclid has never been famous for their brakes on the Euc trucks. He felt that the Eucs on this project were in average or better operating condition for their age.

Dale Bennett, present operator o~~f~~f Euc. #30-3:

Brakes on 30-3 are O. K. for a Euclid R-35, but not as good as Cat Wagon, etc. His manner suggested that the brakes were not as good as he would like.

Richard D. Parker, Inspector, OSHD:

New drivers of the R-35 Euclid trucks on the night shift as a rule complained of brake problems; any that I heard of were followed up by mechanic's inspection and adjustment. At one time, drivers were not using the retarder system on the R-35 machines, consequently the foreman assigned John Haskell, a man in the opinion of myself and others, who was excellently qualified to operate the machines in question to drive or ride with the drivers and instruct them in the proper operation of the machines. The work area in question was narrow, high and steep (fill Rt. Sta. 424-428), but experienced operators seemed to have no trouble. New operators, some of whom admitted that they had never operated R-35 Euclid trucks, appeared to be not competant to operate the trucks under those conditions. Day shift foreman, Stan Watkins, stated that he had had no complaints about the R-35 trucks. Night shift foreman, Floyd Proffitt, has on several occasions, parked equipment in question due to driver's complaints and asked the mechanics to adjust or repair.

R-35 trucks in question visually have minor leaks and normal dirt and grime. Any major leaks that became apparent were immediately repaired. Outwardly their operation did not indicate any braking difficulty such as over-running turns, etc.

Generally, experienced operators had no troubles with the R-35 trucks, but the newer operators with little or no experience appeared to be afraid of the machines. There were instances where drivers complained of brake problems, Mr. Haskell was assigned to the same truck and stated that there were no problems at all.

La Grande-Ladd Canyon, Safety Complaint

William L. Ivie, Inspector, OSHD:

Scrapers

Sometime during last week I overheard the operator Equip. No. 2-11 tell the foreman he had an air leak and insufficient brakes. Foreman asked him if equipment was driveable. Operator replied in the negative and Foreman instructed him to park it at the shops. A little while later the scraper was back in the string. When I casually asked the Foreman what the problem had been (this was a day or two later) he told me that "It must have been just a leak, because it didn't take long to fix it".

Cats

On Saturday, August 19, the operator of the Cat which was working on channel change Lt. Sta. 405 told me that brakes would hold, but that the boosters didn't work right and pressure required to work the brakes was more than it should have been. This was only a heresay conversation. I didn't take any action of any kind.

* * * * * * * *

Mr. Stephen C. Anderson, Project Superintendent, states further that in his opinion Mr. Baker was a poor driver; the Union is sending out unqualified people and that Eucs have typically light brakes.

It appears that this equipment is adequately maintained and that this complaint can be attributed to the operator's inexperience.

J R Hagedorn
J. R. Hagedorn
Resident Engineer

JRH:rdc

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: August 17, 1972

In reply refer to: 10-35-DB

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

for G Walach

SUBJECT: Oregon Project I-80N-6(47)265
LaGrande - Ladd Canyon Section
Old Oregon Trail Highway
Baker - Safety Complaint

Attached is an August 16 letter from our Regional Safety Engineer to Mr. Richard D. Baker, Sr. This letter is in response to Mr. Baker's August 9 letter of complaint (copy enclosed) to Mr. Schuler concerning safety practices on the subject project.

Please investigate Mr. Baker's complaint and advise this office of the action taken. Thank you for your cooperation.

Enclosures

Routing
Kessey
Bond
Walker
Johnson
RECEIVED
AUG 22 1972
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Berg

RECEIVED
STATE HWY ENGR
AUG 18 '72
REFER TO
AEL
FOR
Info R/D ✓

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Room 412 Mohawk Building
222 S. W. Morrison Street
Portland, Oregon 97204

August 16, 1972

10-00.145

Mr. Richard D. Baker, Sr.
P. O. Box 771
Echo, Oregon 97826

Dear Mr. Baker:

This is in reply to your August 9 letter listing complaints concerning safety equipment in the Ladd Canyon area. Your letter has been referred to the Oregon State Highway Department and Workmen's Compensation Board through our Oregon Division office in Salem. It is possible a routine inspection has been made by this time so that the complaints were observed. If not, I am certain that each of the above agencies will follow-up to obtain the necessary correction.

NOT SENT. SENT ONLY TO OSHD

Your interest in safety is appreciated so that you and your co-workers will be able to operate the equipment without accident.

Yours truly,

GERALD A. SCHULER
Regional Safety Engineer

cc: Oregon Division (2)

Echo, Oregon 97826
P.O. Box 771
August 9, 1972

Dear Mr. Schuler:

I'm writing this letter on the advice of Ken, the Teamster Business Agent-Local 883, Pendleton.

The following is about defective equipment being used by Hughes and Ladd Construction Company - now working in Ladd Canyon - La Grande.

After being called to work, I worked only an 8 hour swing shift August 7th.

After hauling several loads I refused to drive the first "Euclid" any longer so was assigned to another which was equally defective. Neither #3 nor #7 had brakes, but I was told I would have to drive fast in order for the steering to work. The retarders worked only partially, neither had seat belts and #7 had a bad leaky exhaust.

I did however, finish my shift then told the foreman Floyd that I refused to work any longer with that kind of machinery, either until they were fixed or at least made a little safer to drive. He said he didn't blame me because he knew they were dangerous, but doubted that they'd be getting them fixed.

Thank you!

Sincerely,

Richard D. Baker, Sr.

Richard D. Baker Sr.

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FOR FILING

6

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7566

TO G. L. Green, Acting Division Engineer
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
Federal Highway Administration

DATE September 15, 1972

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. I-80N-6(47)265

SUBJECT Request Change Order Approval

Contract 7566, Extra Work Order No. 13

Project La Grande-Ladd Canyon

Highway Old Oregon Trail

County Union

Additional Clearing Work is necessary at the outlet end of the R.C.B.C. located at Station 448+20. The cut slopes in this area must be flattened due to the unstable material in them and more clearing is necessary before this work can be completed.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively approved by the Federal Highway Administration District Engineer August 28, 1972.

Your approval as of August 28, 1972 is requested.

Attach.

[illegible]:dg

RECEI
SEP 8 - 1972
FOR

7566

September 7, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

Federal-aid Project
No. I-80N-6(47)265

FROM L. H. Young
Programming Engineer

SUBJECT Request Change Order Approval

Contract 7566 Extra Work Order No. 12

Project La Grande-Ladd Canyon

Highway Old Oregon Trail

County Union

The order covers construction of an access road as required by the right-of-way obligations to the Simonis property.

Attached are copies of letters from the Regional Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on August 28, 1972.

Your approval as of August 28, 1972 is requested.

Attachments

JK:js

I-80N-6(47) LaGrande-Ladd Canyon Sec., of 1971
265 Old Oregon Trail (Grad., pav.,
#7566 structures & sign.) #1

CJA 3447 - 12-20-68 - 11-3-69
R/W 11796

TO

FROM

SUBJECT

S

RECEIVED
AUG 24 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7566

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 23, 1972

TO G. L. Green, Acting Division Engineer
~~R. F. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-80N-6(47)265

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT Request: Change Order Approval

Contract 7566 Extra Work Order No. 11

Project La Grande-Ladd Canyon

Highway Old Oregon Trail

County Union

The Order covers additional dressing of the quarry slope to eliminate loose material that would be a hazard to traffic. Normal slope scaling of the west end of the quarry cut would not be adequate for the conditions that exist. The contractor has agreed to accept payment for one-half of the actual equipment time used to do the work.

Attached are copies of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on August 4, 1972.

Your approval as of August 4, 1972 is requested.

Attachments

JK:kds

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JUL 1 1972
FOR FILING

7566

5

July 12, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-6(47)265

FROM George M. Baldwin
Administrator of Highways

by

L. H. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Contract 7566 Extra Work Order No. 20

Project La Grande-Ladd Canyon

Highway Old Oregon Trail

County Union

The order covers deepening the pile caps around five piling to provide adequate embedment into the conrete. This work is necessary because these piles were inadvertantly cutoff low.

Attached are copies of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on July 3, 1972. The work began on June 19, 1972.

Your approval retroactive to June 19, 1972 is requested.

Attachment

RGW:js

5

RECEIVED
JUN 29 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7566

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 27, 1972

TO
E. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-80N-6(47)265

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT
Request Change Order Approval

Contract 7566, Extra Work Order No. 9

Project La Grande-Ladd Canyon

Highway Old Oregon Trail

County Union

This Order covers the cost to salvage and haul to the State Maintenance Yard a 72-inch arch pipe which has been washed out by high water. This pipe will be replaced by a double 8'x4' box culvert.

A salvage value for the 72-inch pipe will be determined at a later date after consulting with the Area Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer, June 22, 1972.

Your approval as of June 22, 1972 is requested.

BMW:bb

Attachments

[illegible]
JUN [illegible] 1972

FOR FILE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

7566

June 20, 1972

Hughes & Ladd, Inc.
Rt. 2 Box 2600
LaGrande, OR 97850

Attn: Mr. Stephen C. Anderson

Re: LaGrande-Ladd Canyon Section
Old Oregon Trail Highway
F. A. Proj. No. I-80N-6(47)265
Contract No. 7566

Gentlemen:

We regret that your Teamster trainee, Mr. John Wahsise, will be unable to complete his training program due to the suspension of his drivers license. Since he has completed a substantial portion of his training program, 761 hours out of the proposed 1,000 hours, you may consider your trainee position number 4 as being satisfactorily completed.

We request that you furnish this office with a copy of Mr. Wahsise's certificate showing the amount of work satisfactorily completed along with your letter of transmittal to him.

Very truly yours,

NOTED
A. E. JOHNSON

George M. Baldwin
Administrator of Highways

By MDGlenn

M. D. Glenn
Construction Section
EEO Engineer

MDG:fr
cc: Hughes & Ladd, Inc., Redding, CA
bc: Glen Green
A. E. Johnson
Gene Huntley
W. E. Schwartz
J. R. Hagedorn

RECEIVED
JUN 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form 3-123

RECEIVED

FORM K-30 (REV. 10-60)

Gen'l file

3 c

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1972

7566

SUBJECT: FHWA Statewide Inspection in Depth Quantity and Cost Controls

To: Metropolitan Engineer
Region Engineers

copy Const Fed Aid Audits

57 FROM: C T Keasey
C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Recently four of our Interstate projects were inspected by Auditors of the FHWA. Generally, their comments were quite favorable, but there was one area in particular in which three of the projects deviated seriously from the prescribed method of payment. This is in the area of partial payment for material on hand.

Each of you should review thoroughly the provisions of Article 109.10, Advance on Materials, in the General Specifications and review this with your Resident Engineers to insure that this specification is strictly adhered to. Also, the special provisions for each project should be reviewed to see if there is any specified deviation from the general provisions in this area.

All such partial payments must be clearly documented and back-up data retained with each estimate to show how the quantities paid for were arrived at. Each Resident should review his materials on hand payments to make sure that all quantities are correct and can be fully supported, and if any errors are found in the calculation or payment, corrections should be made on the next estimate with proper documentation of the corrections.

CTK:fw

cc: R. E. Simpson - FHWA
A. E. Johnson

RECEIVED
JUN 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52679-734

(3)

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 23, 1972

In reply refer to: 10-35.5/
122.1

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

L. R. Baddland

FROM for: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Advisory Memorandum 72-0-2

Attached for your information is a copy of the memorandum which covers the operational audit of construction activities.

If further action is taken or additional instructions issued relating to this report, we would appreciate being advised.

Enclosure

Routing
RECEIVED
1972
CONSTRUCTION SECTION

RECEIVED
MAY 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (7)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 10, 1972

In reply refer to: 10-35.9

TO : Mr. R. E. Simpson, Division Engineer
Salem, Oregon

T. N. Lause

FROM : T. N. Lause, Division Auditor-in-Charge
Salem, Oregon

SUBJECT: Advisory Memorandum 72-0-2
Operational Audit-Construction Activities
Oregon State Highway Division

Our annual Statewide inspection-in-depth, (Phase 7), Quantity and Cost Controls was completed on four projects in the Pendleton-LaGrande area (State Region 5) during April 1972, as follows:

Contract Number	Project Number	Project Name
7514	I-80N-7(32)284	North Powder-Powder River
7563	I-80N-6(48)217	Pendleton-Emigrant Hill, East Unit
7566	I-80N-6(47)265	LaGrande-Ladd Canyon
7671	I-80N-6(49)271	Ladd Canyon

In general we found that controls relating to documenting contract work progress, material testing, timekeeping, and equipment utilization were excellent. However, deficiencies were found in the computation of Material on Hand allowances paid to contractors on three of the projects. Contractors were overpaid approximately $24,000 on progress estimates. Details are summarized as Item 1.

Our review also disclosed one isolated instance in which extra work was paid for under a contract item rather than by a price agreement as required by State procedure. The work involving the removal and reinstallation of a 3' length of existing culvert pipe was paid for at the unit bid price for 18" culvert pipe installed under Item 35, Contract 7671, Project I-80N-6(49). The amount of $21 involved in this instance (3 ft. at $7) is not significant; however, it is a breach in internal control which could become serious if unchecked.

The results of our review were discussed with the OSHD Regional Engineer who concurred in our findings and indicated that he would take appropriate action and discuss the matter with the resident engineer involved. We also discussed our findings with the FHWA Area Engineer.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

During our review we received excellent cooperation from all personnel of the Highway Division.

The annual report on construction activities will be issued during the second quarter of Fiscal Year 1973.

Distribution:
Regional Federal Highway Administrator
Regional Audit Manager

TNLause:cst

Item 1 - Payment for Materials on Hand should be made in accordance with the Standard Specifications

Paragraph 109.10 of the Oregon Standard Specifications provides for partial payments to contractors for acceptable materials which are to become an integral part of the finished construction and which are delivered and stored at or near project locations controlled by the State. The specifications provide that payments shall not exceed 90% of the net cost to the contractor of the material F.O.B. the work or approved site.

Payment to contractors on three projects for Materials on Hand were made on a a basis other than provided for in the Standard Specifications, as follows:

1. I-80N-6(47)265

   Progress payments were made for crushed and stockpiled aggregate for Item 19, plantmix aggregate base under Item 703, Materials on Hand. Payment was based on 100% of contractors production cost of $1.61 per cubic yard for 101,525 measured cubic yards. This amounted to progress payments of $163,455.25. The amount allowable under Paragraph 109.10 of the Standard Specifications was 90% of this amount or $147,109.73. The indicated overpayment to the contractor was $16,345.52.

2. I-80N-6(49)271

   Progress payments were made for culvert pipe, Contract Items 35, 36, 38, 39 and 40, delivered to the project site but not incorporated into the construction. The progress payments were based on 100% of the actual cost to the contractor of the pipe per vendor's invoices. No allowance was made for pipe bands delivered or for vendor's labor charges for fabrication of fittings included on the invoices. This method was used in lieu of the 90% of cost provided in the specifications. The method used resulted in a net overpayment to the contractor of $60.23.

3. I-80N-7(32)

   Progress payments under Item 719, Materials on Hand, were made for bituminous base aggregate produced and stockpiled at the project site by the contractor. Stockpile remeasure notes supported 24,753 cubic yards of material in stockpile. The cubic yards were converted to 46,783 tons by using a factor of 1.89 which included 30% for compaction per table on OSHD Form

(more)

E-377, Surfacing Calculation Sheet. The project engineer reduced the quantity to 43,000 tons to allow for contamination and applied 90% of the contractors unit price of $1.45 ($1.31) to arrive at progress amount totaling $56,330.

We discussed the reasonableness of the computations with the State Regional Engineer and the FHWA Area Engineer. They agreed that the 1.89 conversion factor used applies to material in place on the roadway and does not apply to material in stockpile. The Regional Engineer and the FHWA Area Engineer indicated that a factor of 1.4 to 1.5 would be more realistic. Our recomputation of the allowable amount, using the 1.5 factor, is shown below:

24,753 cubic yards X 1.5 factor	=	37,129.5 tons
90% of contractors cost	X	$1.31
Amount based on 1.5 factor		$48,639.65
Progress payments based on 1.89 factor		56,330.00
Estimated Overpayment		$ 7,690.35

Our discussions with the resident engineers disclosed that they did not fully understand the requirements of Standard Specification 109.10 or considered them as guidelines only which allowed for alternate methods.

In our opinion, continued deviation from Standard Specification 109.10 requirements could result in substantial overpayments to contractors and possible loss of Federal participation. We believe that a need exists for management to reacquaint resident engineers with the State requirements for computing the allowance for Materials on Hand.

The results of our review were discussed with W. E. Schwartz, Oregon Highway Division Reigonal Engineer. He indicated that his office would review the computations of all allowances for materials on hand for the above projects and appropriate corrections would be made, if necessary, on the next progress estimates. A Region 5 policy statement related to this finding was issued May 3, 1972 which clarifies the applicability of Paragraph 109.10 and will in our opinion prevent recurrence of this discrepancy. A copy of this policy statement is attached.

(more)

RECOMMENDATIONS

The affirmative action taken by the OSHD Regional Engineer eliminates a need for a recommendation at this time. Subsequent reviews will determine the effectiveness of the May 3, 1972 instructions to Resident Engineers of Region 5.

FORM 6-30X—50M—1-55 SP*19102-734

EGON STATE HIGHWAY D ARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 3, 1972

SUBJECT:

To:

RESIDENT ENGINEERS
RESIDENT BRIDGE ENGINEERS

FHWA Audit

This past week four of our Interstate projects were inspected by auditors of the FHWA. In general their comments were very favorable. There was one area, however, in which three of the projects had deviated from the prescribed method of paying for material on hand. I would like for each of you to again review the provisions of Article 109.10, Advance on Material, to insure that this specification is strictly adhered to. Also examine your special provisions to see if they have anything to say on this subject.

Payment for manufactured products which the contractor purchased from a materials supplier should be at 90% of the contractor's invoice cost. Payment for materials manufactured by the contractor, i.e., crushed rock, should be a measured quantity times 90% of the contractor's cost to produce. You should retain backup data with each estimate which will clearly show how you arrived at the quantities paid. Don't take undocumented short cuts or go through a series of mental gymnastics which can't be supported to arrive at either the quantities or the costs.

Each of you should review your materials on hand to make sure that all quantities can be fully supported and to insure that the contractor has been fully and correctly paid. If you find any errors, correct them on the May 10 estimate, being sure that you document any corrections you make.

for L. C. Lang
W. E. Schwartz
Regional Engineer

OREGON DIVISION
MAY 4 1972

WES:sh

cc T. N. Lause, FHWA
C. T. Keasey

RECEIVED
JUN 6 - 1972
FOR FILING

7566

June 2, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-6(47)265

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programming Engineer

SUBJECT Request; Change Order Approval

Contract 7566 Extra Work Order No. 1, Supp. No. 1

Project La Grande-Ladd Canyon

Highway Old Oregon Trail

County Union

The order covers additional flagging required throughout the project. This flagging is necessary to adequately protect the traveling public during construction.

This additional work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 24, 1972. The original order was approved effective May 4, 1971.

Your approval of this order retroactive to May 4, 1971 is requested.

Attachments

JK:js

RECEIVED

7566

G'nl files

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1972

To: H. S. Coulter

L. W. Rulien

W. E. Schwartz

SUBJECT: Requests to Eliminate Transverse Steel
LaGrande-Ladd Canyon Section, Contract 7566
Ladd Canyon Section, Contract 7671
S.E. Causey Ave.-Gladstone Interchange Section, Contract 7660
Gladstone Int.-Oregon City Int., Contract 7389
N. Fk., Jacobsen Gulch-N. Ontario Interchange Section, Contract 7605

FROM: Keasey
C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Proposals have been received from the contractors on each of the subject projects to eliminate the transverse reinforcing steel in the continuously reinforced PCC pavement, each with a quoted reduction in bid price of $0.20 per square yard.

We have done a considerable amount of research of various reports, practices in other states, etc., and the results are not conclusive. After extensive discussion in this office and in Administration, it has been decided not to change the requirement for transverse steel in these projects.

You should therefore advise your contractors to proceed according to the plans and specifications.

Another factor in arriving at the above decision was that the quoted price reduction on these projects ($0.20 per square yard in each case) is not considered to be equitable. The reduction in the quantity of steel and the labor cost should reflect a greater saving to the State, probably in the neighborhood of $0.30 to $0.50 per square yard.

In all the material researched, there are four main purposes served by the transverse steel reinforcement. They are as follows;

1. To maintain the specified spacing of longitudinal steel.
2. To serve as tie bars across the longitudinal joints in lieu of conventional tie bars.
3. To hold chance longitudinal cracks tightly closed for improved load transfer.
4. To aid in supporting the longitudinal steel at the specified location above the base.

The development of machinery to place the longitudinal steel in the fresh concrete within the specified tolerances, both lateral and vertical, eliminates Nos. 1 and 4 above. Since we have previously eliminated the use of tie bars across the longitudinal joints, No. 2 does not apply. This leaves only No. 3, and we have not been able to conclude the true value of the transverse steel, either in preventing longitudinal cracking or in holding the cracks tightly together once they do occur. Opinions differ around the country with some states definitely requiring the use of transverse steel and others permitting or specifying elimination of it.

I personally feel that the minor longitudinal cracking we have experienced has been caused by either (1) a faulty base or subgrade; (2) poor quality concrete; or (3) failure of a longitudinal joint to open as designed, and that the reinforcing effect of the transverse steel is so slight, because of the size and spacing of the bars, as to be negligible. This opinion is shared also by our Design Section.

Administration has agreed to approve a future project permitting or specifying the elimination of the transverse steel, and we are considering the Ladd Canyon-North Powder Section of I-80N in Eastern Oregon for this purpose. If this procedure is successful, it should result in a considerable dollar savings to the Highway Division on other future projects.

CTK:fw

cc: A. E. Johnson
Frank Hall
J. B. Boyd
J. H. Versteeg
J. F. Putnam

RECEIVED
MAY 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 5, 1972

7566

Hughes & Ladd, Inc.
Rt. 2 Box 2600
LaGrande, OR 97850

Attn: Stephen C. Anderson,
Superintendent

Gentlemen:

Re: E. Unit, Pendleton-Emigrant Hill,
F.A. Proj. No. I-80N-6(48)217
Contract No. 7563 and
LaGrande-Ladd Canyon,
F.A. Proj. No. I-80N-6(47)265
Contract No. 7566

This is to confirm our telephone discussion regarding the transfer of the Apprentice Carpenter trainee from your Pendleton project to your LaGrande project as outlined in your letters of April 14, 1972.

The approved training programs for these projects each provide for one Apprentice Carpenter. Our records indicate that Reginald Jim is presently employed to fill this position (Trainee #7) on the Pendleton project and Charles McNair is employed in this position (Trainee #5) on your LaGrande job. Both employees are acceptable to the Oregon State Highway Division.

In transferring your crews from Pendleton to LaGrande, you may credit the time worked by Reginald Jim in LaGrande to him as training provided under the apprenticeship program. Inasmuch as the approved Carpenters Apprentice position at LaGrande is being filled by Mr. McNair, the State will not be able to pay the $0.80 per hour participation during the time Mr. Jim works on the LaGrande project. There is certainly no reason for Mr. Jim to be laid off if you can provide him with the additional training he needs to fulfill his apprenticeship and he is willing to transfer to LaGrande.

NOTED
A. E. JOHNSON

In fact, you are encouraged to provide as much training as possible on your projects. Unfortunately, we can only participate in the type and number of trainees established in your approved program. Should you have additional questions regarding this problem, please contact me.

We too were pleased to hear of Mr. Juan Lopez's completion of the on-the-job training program which you provided. You are to be congratulated for your fine efforts in making the training program a success.

Very truly yours,

George M. Baldwin
Administrator of Highways

By MGlenn

M. D. Glenn
Construction Section
EEO Engineer

MDG:fr

cc: Hughes & Ladd, Inc., Redding, CA

bc: R. E. Simpson
A. E. Johnson
Gene Huntley
Dale Allen
John Hagedorn
William Ferguson

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MAY 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form [illegible] (Rev. 11-[illegible])

7566

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APPROVED EFFECTIVE [illegible] 4-25-72
Contingent upon modific[illegible]
[illegible] agreement if additional funds are [illegible]
[illegible]
5-8-72
[illegible] HIGHWAY ADMINIST[illegible]

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: La Grande-Ladd Canyon
Date: April 25, 19 72
Highway: Old Oregon Trail
Contract No.: 7566
County: Union
Prefix: 631-1070
Contractor: Hughes & Ladd and Hughes & Ladd, Inc.
F. A. Project No.: I-80N-6(47)265
Address: P. O. Box 756, Redding, Calif. 96001
Order No.: 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Re-position Advance Warning Signs.

to Const. 5-12-72

Location by station numbers:

Beginning of Project.

NOTED
TOM EDWARDS

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MAY 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor	$1,300.00
Equipment Rental	1,000.00
Materials & Supplies	200.00
Total:	$2,500.00

NOTED
A. E. JOHNSON

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Advance warning sign location set up assuming the La Grande Section would be completed. This was not the case so signs were placed further into project. Upon opening the La Grande Section to traffic, the signs present location would not be satisfactory. Also they will be contractor's way for completion of construction.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization $7,703,219.81
Present estimate of project cost, including $2,500.00 for work under this order $7,703,219.81
Expected under-run / over-run amount . . . . . . $0 XX
Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by: J. R. Hagedorn, Resident Engineer

Approval Recommended: ____________ Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: ____________

Approved: A E Johnson

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**OREGON STATE
HIGHWAY DIVISION**

7566

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

April 5, 1972

Hughes & Ladd, Inc.
Rt. 2 Box 2600
LaGrande, OR 97850

Attn: Mr. Stephen C. Anderson

Gentlemen:

Re: LaGrande-Ladd Canyon Section
Old Oregon Trail Highway
F.A. Proj. No. I-80N-6(47)265
Contract No. 7566
Trainee Certification

The certificate of completion prepared by the A.G.C. will be satisfactory to present to your trainee, Juan Lopez, providing the summary of hours of training completed in each work area is attached to the certificate.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M Glenn

M. D. Glenn
E.E.O. Engineer

MDG:fr

cc: Hughes & Ladd, Inc., Redding, CA

bc: R. E. Simpson w/enc.
A. E. Johnson "
Gene Huntley "
W. E. Schwartz "
J. R. Hagedorn "

NOTED
A. E. JOHNSON

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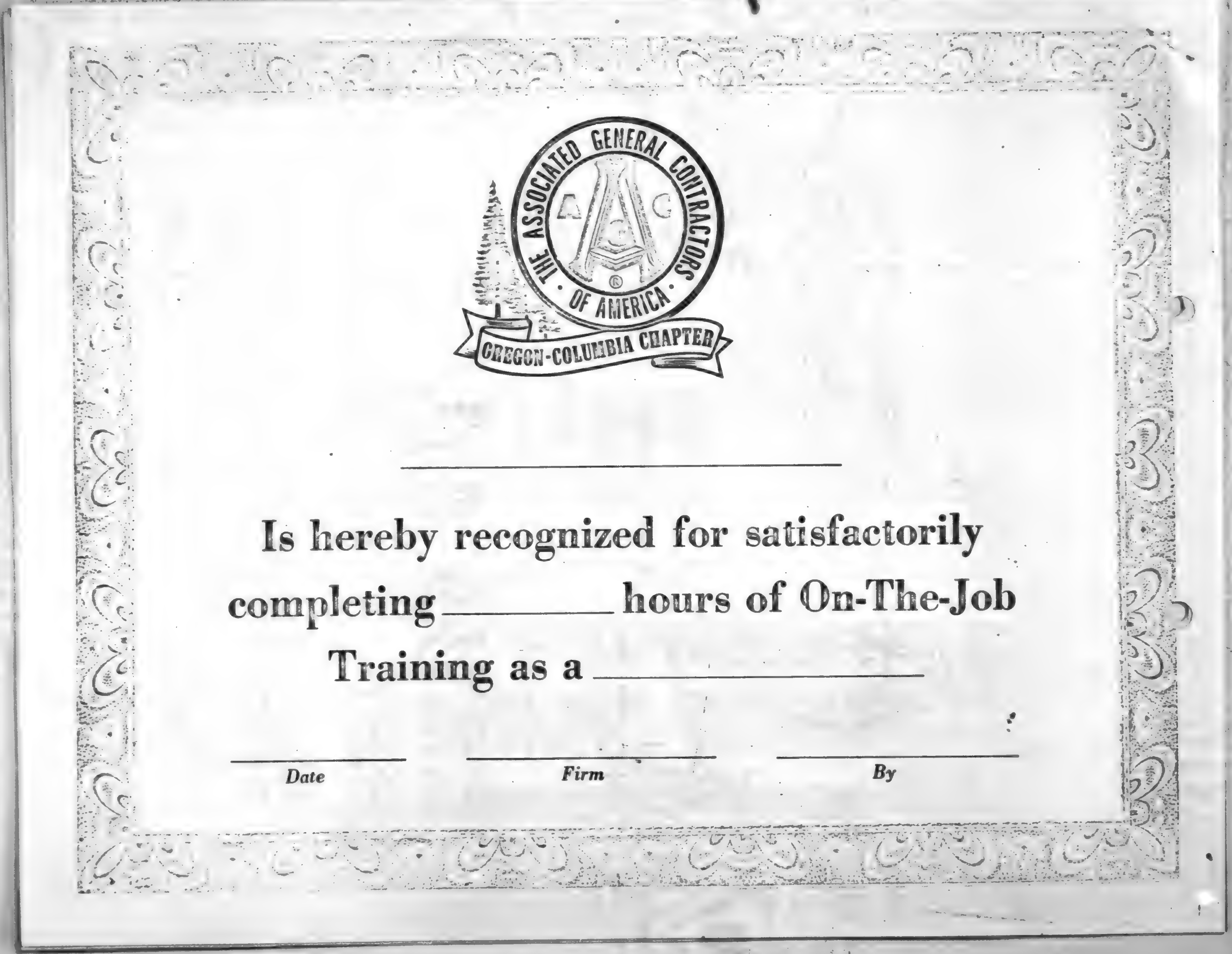
APR 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form 8-133



THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA

OREGON-COLUMBIA CHAPTER

____

Is hereby recognized for satisfactorily
completing ________ hours of On-The-Job
Training as a ________________

____________	______________	______________
Date	*Firm*	*By*

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7566

April 3, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-6(47)265

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7566 State Force Order No. 6

Project La Grande-Ladd Canyon

Highway Old Oregon Trail

County Union

The order covers temporary pavement striping throughout the project. The contractor is neither properly equipped nor staffed to perform the work contemplated under this order. The State has the necessary special striping equipment and trained personnel to perfrom the work most economically.

The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed price for striping. The estimated cost of the work to be done under this order is $490.00 with Federal participation of $441.00. Reimbursement on an agreed unit price basis is requested. Unit prices to be used will be those in effect at the time the work is performed.

This work was tentatively recommended for approval by the Federal Highway Administration District Engineer on March 30, 1972.

Your approval as of March 30, 1972 is requested.

Attachments

JK:js

7566

Form A-105 (Rev. 8-70)

STATE COPY

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OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 3-30-72
Contingent upon modification of project agreement if additional funds are required.

Contract No. 7566
4-11-72
Order No. 6

Section La Grande-Ladd Canyon
Date March 17, 1972, 19

Highway Old Oregon Trail
F.A.P. No. I-80N-6(47)265

County Union
Prefix 631-1070 Account No. 278-06

Description of Work To Be Done:

Temporary Pavement Striping

NOTED
A. E. JOHNSON

to Const. 4-13-72

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APR 1 . 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Location by Station Numbers:

Throughout Project as needed.

Estimate of Quantities and Costs: (Rates approved effective 5-1-71)

Code 4: 4" Double Beaded Solid Line. 2.5 Mi. @ $54.00 X 2 . . . . . $270.00

Code 5: 3" Beaded Solid Shoulder Line. 5 Mi. @ $44.00 . . . . 220.00

Total: $490.00

Net Increase in Project Cost: $490.00

Funds included in original authorization.

NOTED
TOM EDWARDS

Explanation:
State forces are better equipped than the contractor to do this specialized work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 7,703,219.81
Present estimate of project cost, including $ 490.00 for work under this order	$ 7,703,219.81
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: J. R. Hagedorn, Resident Engineer

Approval Recommended: ~~Regional Bridge Engineer~~ Regional Engineer

Approval Recommended: For Construction Engineer or ~~Bridge Engineer~~

Approved: A. E. Johnson ~~Construction Engineer~~
Asst. St. Hwy Eng

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MAR 2 - 1972

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I80N 6(47) 265

7566

March 1, 1972

FAP No. I-80N-6(47)263

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 5, Contract No. 7566, covering emergency flagging by State forces to protect the traveling public on the La Grande-Ladd Canyon Section of the Old Oregon Trail Highway in Union County.

On February 6, 1972, a major slide occurred which blocked the travel lanes between Stations 402 and 408, and it became necessary to route the traffic around the slide on an adjacent hauling road. It was in the public interest to utilize State forces for flagging around the slide until the contractor could mobilize his personnel and equipment to begin removal and protection work.

This work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The estimated total cost for work to be done under this Order is $606.87 with Federal participation of $546.18. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration District Engineer on February 6, 1972.

Your approval as of February 6, 1972 is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By R. D. ASBURRY

L. M. Young
Programming Engineer

JK:bb

RECEIVED
MAR 2 - 1972

FOR FILING

I-80N-6(47)265
7566

March 1, 1972

FAP No. I-80N-6(47)265

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Herewith for your consideration and approval are copies of Extra Work Order No. 4, Supplemental No. 1, Contract No. 7566, covering slide removal and corrective work on the La Grande-Ladd Canyon Section of the Old Oregon Trail Highway in Union County.

A massive slide occurred on February 6, 1972 right of Stations 402 through 407. Cross sections indicate approximately 100,000 cubic yards of material will have to be removed to lay the slopes back to a 2:1 slope, which appears to be the natural angle of repose of the material.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on February 6, 1972.

Your approval as of February 6, 1972 is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
R. D. ASBURRY
L. M. Young
Programing Engineer

JK:bb

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I-80N-6(47)265
7566

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

NOTED
A. E. JOHNSON

February 18, 1972

Hughes & Ladd, Inc.
Rt. 2 Box 2600
LaGrande, OR 97850

Attn: Mr. Stephen C. Anderson

Re: LaGrande-Ladd Canyon Section
Old Oregon Trail Highway
F.A. Proj. No. I-80N-6(47)265
Contract No. 7566

Gentlemen:

This is to inform you that we have received concurrence from the Federal Highway Administration of our approval of your proposed training programs for the Laborers, Operating Engineer and Teamster trainees to be provided on the subject contract.

Your continued efforts to solicit minority race members for your training programs are appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By MDGlenn

M. D. Glenn
E.E.O. Engineer

cc: Hughes & Ladd, Inc., Redding, CA

bc: R. E. Simpson
A. E. Johnson
Gene Huntley
W. E. Schwartz
J. R. Hagedorn

Form 5-123

7566

Form A-105 (Rev. 8-70)

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2-6-72

Dist. Engineer

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7566

3-1-72

Order No. 5

Section La Grande-Ladd Canyon

Date Feb. 14, 1972

Highway Old Oregon Trail

F.A.P. No. I-80N-6(47)265

County Union

Prefix 631-1070 Account No. 274-05

Description of Work To Be Done:

Flagging at scene of slide.

NOTED
A. E. JOHNSON

CY Const. 3-9-72

Location by Station Numbers:

402 - 408

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OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of Quantities and Costs:

Labor	$481.87
Equipment Rental	69.00
Materials & Supplies	56.00
Total	$606.87

Net Increase in Project Cost $606.87

Explanation: Slide occurred at approximately 10:30 A. M. on Sunday, Feb. 6, 1972, blocking travel lanes. Maintenance forces were utilized to direct traffic on Feb. 6 & 7, mostly prior to mobilization of contractor's forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $7,703,219.81

Present estimate of project cost, including $606.87 for work under this order $7,703,219.81

Expected under-run / over-run (amount) $0

Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

NOTED

Submitted by: J. R. Hagedorn, Resident Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approval Recommended: Alfred Sheley, Regional Engineer

Approved: Construction Engineer

Asst Reg

7566

Form E-208 (Rev. 11-70)

STATE COPY

G-1P

EFFECTIVE DATE 3-6-72

3-6-72

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	La Grande-Ladd Canyon	Date	Feb. 11, 1972, 19
Highway	Old Oregon Trail	Contract No.	7566
County	Union	Prefix	631-1070
Contractor	Hughes & Ladd and Hughes & Ladd, Inc.	F. A. Project No.	I-80N-6(47)265
Address	P. O. Box 756, Redding, Calif. 96001	Order No.	4 - Supplemental

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Slide Removal & Correction

NOTED
A. E. JOHNSON

Location by station numbers:

402 - 407 Rt.

C4 Const 3-7-72

Estimate of quantities and cost:

Equipment Rental	$ 99,500.00
Labor	49,500.00
Materials & Supplies	1,000.00
Total	$150,000.00
Previously Authorized	3,725.00
Net Increase in Project Cost	$146,275.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
A massive slide occurred at the above location on Feb. 6, 1972 which will require removal and unloading, involving possibly 100,000 c. y. of material.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$7,703,219.81
Present estimate of project cost, including $~~150,000.00~~ 146,275.00 for work under this order	$7,703,219.81
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: J. R. Hagedorn, Resident Engineer

Approval Recommended: Alfred [illegible], Regional Engineer

Approval Recommended: [illegible], For: Construction Engineer or Bridge Engineer

Approved A. E. Johnson

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UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-80N-6(47)265

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 8, 1972

7566

In reply refer to: 10-35-DA/961

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(47)265
La Grande-Ladd Canyon section
FHWA Order Interim 7-2(2)

NOTED
A. E. JOHNSON

Is Const.
cy Personnel
2-16-72

Mr. Johnson's February 1 letter submitted for approval training programs proposed by the contractor for the following crafts: Carpenters, Laborers, Operating Engineers, and Teamsters. The Carpenter's Training Program is an existing apprenticeship program which is approved by the U. S. Department of Labor. The Laborer's Training Program proposed by Hughes & Ladd, Inc., Davidson Bros., and Stillwell-Gerard were previously approved on Oregon Project I-80N-6(48)217. The Teamster's and Operating Engineer's Training Programs proposed by Hughes & Ladd, Inc., were also previously approved on the same project.

I have reviewed the Operating Engineer's Training Program prepared by Acme-Vickery and found it to meet the requirements of the Training Special Provisions under FHWA Order Interim 7-2(2).

The Laborers, Operating Engineers, and Teamsters Training Programs are approved.

2-15-72
REFERRED TO
al
BY DEPUTY STATE HIGHWAY ENGINEER

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FEB 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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I-80N-6(47)265
7566

February 1, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Re: LaGrande-Ladd Canyon Section
Old Oregon Trail Highway
F.A. Project No. I-80N-6(47)265
Contract No. 7566

The subject contract was awarded on May 4, 1971 to Hughes & Ladd, Inc., of Redding, California, and included the EEO Special Provisions for on-the-job training under Federal Highway Administration Order Interim 7-2(2).

The contractor is to provide seven trainees during the life of the contract. At the preconstruction conference June 8, 1971, the contractor advised that the trainees would be furnished in the Laborer, Teamster, Carpenter and Operating Engineer crafts. The Oregon State Highway Division accepted the contractor's proposal at that time.

The Carpenter trainee will be provided under an existing apprenticeship program from the State of Oregon which has been approved by the U.S. Department of Labor.

The Laborer, Teamster and Operating Engineer trainees will be provided under new training programs. These programs are somewhat similar to those submitted to you concerning F.A. Projects No. I-80N-7(33)289 (the Powder River-Baldock Slough Section) and F-171(14)(the Columbia County Line-Burlington Section). The contractor's proposal, which is attached, outlines the training schedule which will be followed.

The original Operating Engineer training program submitted by the subcontractor, Acme-Vickrey, was not considered to be of sufficient duration to provide adequate training for development of full Journeyman status. An expanded program has subsequently been submitted reflecting a more complete training program.

The Oregon State Highway Division now considers the contractor's proposal meets the required standards and goals of Federal Highway Administration Order Interim 7-2(2). We request your concurrence in the contractor's training programs.

Very truly yours,

George M. Baldwin
Administrator of Highways

by

A. E. Johnson
Assistant State Highway Engineer

Attachments

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
F. D. Morgan

MDG:fr ja

HL

HUGHES & LADD INC. GENERAL ENGINEERING CONTRACTORS

Route 2 Box 2600, LaGrande, Oregon 97850
P. O. Box 756
Redding, Calif. 96001
916-241-6102

January 3, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTN: M. D. Glenn

Gentlemen:

Enclosed please find a revised On-the-Job Training Program for Acme-Vickrey. This is in reply to your letter of December 17, 1971. Also enclosed is a copy of Acme-Vickrey's original proposal for your files.

Very truly yours,
HUGHES & LADD, INC.

Stephen C. Anderson
Assistant Project Manager

Encl:
SCA/tt

Routing
Morgan
Becker
Bond
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

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JAN 5 1972
CONSTRUCTION DIVISION

ACME-VICKREY, A Joint Venture

AREA CODE 509
KEystone 4-2626

BOX 2503, TERMINAL ANNEX
SPOKANE, WASHINGTON 99220

December 22, 1971

Hughes & Ladd Inc.
Route #2, Box 2600
LaGrande, Oregon 97850

Ref: Contract No. 7566, Contractor Training Program

Gentlemen:

The following outline is our revised training program to reflect training for a 1000 hour period.

Trainee No. 7: Assistant to Operating Engineer
Approximate starting date - July 15, 1972

On the Job Training:	Hours
1. Job Safety	10
2. Job Attitude	5
3. Safety and Care of Tool Handling	10
4. Grade Checking	200
5. Service and Maintenance of Equipment	400
6. Paving Machine Operation	275
7. Observation and Operation of Related Paving Equipment	100
TOTAL HOURS	1,000

We will make every attempt to employ minority and under privileged trainees.

Respectfully yours,

ACME-VICKREY, A Joint Venture

Fred R. Hobbs

Fred R. Hobbs
Project Engineer

FRH/jh

HUGHES & LADD INC. GENERAL ENGINEERING CONTRACTORS
P. O. Box 756 Redding, Calif. 96001
916-241-6102

September 14, 1971

Mr. John R. Hagedorn
Resident Engineer
1602 Cove Avenue
LaGrande, Oregon 97850

SUBJECT: On-The-Job Training
Contract No. 7566

Gentlemen:

In accordance with the requirements of the special provisions, we hereby submit our On-The-Job Training Program for the LaGrande-Ladd Canyon Job.

Most of our recruiting will be done through Ron Anderson, Director of Manpower and Training of the A.G.C.. Every effort will be made to contact minority and underprivileged trainees.

Trainee No. 1 Laborer (Provided by Davidson Brothers. See Enclosed proposal.)
Trainee No. 2 Laborer (Provided by Stillwell-Gerard. See Enclosed proposal.)

Trainee No. 3 Laborer
Actual starting date: July 19. 1971
Rate of Pay: In accordance with contract.

Name: Juan Lopez
Age: 27 years
Social Security No.: 518-66-4837
Nationality: Mexican-American
Residence: Ontario, Oregon
Marital Status: married

TRAINING SCHEDULE Labor Training School, Camp Rilea, Oregon. Complete 5 weeks instruction sponsored by the contractor prior to job dispatch. Stipend: $55.00 per week from training trust fund plus board and room and one round trip bus fare.

INSTRUCTION

1. First Aid	8
2. Safety and Flagman Certification	16
3. Building Trades Tending and Concrete	44
4. Drilling and Blasting	44
5. Hand-Operated Power Machinery	44

Ron Anderson

HUGHES & LADD INC. GENERAL ENGINEERING CONTRACTORS
P. O. Box 756 Redding, Calif. 96001
916-241-6102

6. Utility Construction	44
Subtotal	200

WORK SCHEDULE Dispatched to Project by Laborer's Union
July, 1971

PAYMENT As per specification.

"ON-THE-JOB" TRAINING

1. Flagging	320
2. Grade Checking	40
3. Pipe Laying	80
4. Chuck Tending	120
5. Drilling	40
6. General Labor on Clearing Crew	200
TOTAL	1000

Trainee No. 4 Teamster
Approximate starting date: September 15, 1971
Rate Of Pay: In accordance with contract.

"ON-THE-JOB" TRAINING

1. Job Safety	8
2. Job Attitudes	4
3. Safe Use of Tools	8
4. Employer-Employee Relations	4
5. Observation of Job Functions	40
6. Rider Observer	40
7. Starting and Manipulating Vehicles	24
8. Safe Operating Procedures	16
9. Fueling and Changing Tires	80
10. Operating Vehicles	776
TOTAL	1000

Trainee No. 5 Carpenter Apprentice
Approximate starting date: March, 1972

TRAINING SCHEDULE Per current State of Oregon apprenticeship and training council carpenter apprenticeship standards. Approved by the U. S. Dept of Labor in May 1967.

PAYMENT Rates according to approved current training program and/or in accordance with contract specifications.

TRAINING PERIOD Approximate 4½ months under existing training program. Trainees will work under the direction of carpenter foreman and related crafts on the project. They will be trained in all aspects of the trade, as it pertains to construction of highway structures, in an attempt to give them a well rounded program which would be in the best interests of the trainees.

HUGHES & LADD INC.
GENERAL ENGINEERING CONTRACTORS
P. O. Box 756
Redding, Calif. 96001
916-241-6102

Trainee No. 6 Operator
Approximate starting date: November, 1971
Rate of Pay: In accordance with contract.

"ON-THE-JOB" TRAINING

1.	Job Safety	8
2.	Job Attitudes	4
3.	Safe Use of Tools	8
4.	Employer-Employee Relations	4
5.	Observation of Job Functions	40
6.	Gradesetting	200
7.	Rider Observation	40
8.	Starting and Manipulating Vehicles	24
9.	Routine Servicing & Maintenance	400
10.	Operating Equipment	272
	TOTAL	1000

Trainee No. 7 Operator (Provided by Acme-Vickrey. See Enclosed proposal.)

We hope that the above program and schedule meet with your approval.

Very truly yours,
HUGHES & LADD, INC. An Equal Opportunity Employer

Stephen C. Anderson
Assistant Project Manager

Encl:
cc: Vyrl Goff, Hughes & Ladd, Inc.
A. G. C. Ron Anderson

SCA/km

September 10. 1971

Hughes & Ladd, Inc.
P. O. Box 756
Redding, California

Re: LaGrande-Ladd Canyon
Section O.S.H.D.
Contract No. 7566

Gentlemen:

According to the Special Provisions pertaining to On-The-Job Training we hereby submit our plan and schedule to accomplish this requirement on the subject project.

We shall avail ourselves to the recruiting services offered by the A.G.C. through Ron Anderson, Director of Manpower and Training. We will also make every effort to contact minority trainees in the project area.

The trainee will be advised of his progress throughout his training period. We will conform to all contract reporting requirements.

Trainee No. 1 Laborer	
Approximate starting date	November 15, 1971
Rate of Pay	In accordance with contract
SCHEDULE	Labor Training School, Camp Rilea, Oregon. Begin 5 weeks instruction sponsored by the contractor about October 1, 1971. Stipend: $55.00 per week from training trust fund plus board and room and one round trip bus fare.

INSTRUCTION	1.	First Aid	8
	2.	Safety and Flagman Certification	16
	3.	Operate power buggies and vibrators	44
	4.	Drilling and Blasting	44
	5.	Hand-Operated Power Machinery	44
	6.	Utility Construction	44
		sub total	200

Work Schedule Dispatched to project about November 15, 1971

Payment	Per contract	
Training	"ON-THE-JOB"	
	1. Flagging	360
	2. Miscellaneous laborer work on the grade	360
	3. Miscellaneous laborer work around rock crusher	40
	4. Miscellaneous laborer work around pugmill	40
	sub total	800
	Grand Total (*or duration of our work on the project)	1,000*

We hope the above plan and schedule meet with your approval.

Very truly yours,

DAVIDSON BROS.,CONTRACTORS

D. W. Davidson
Partner

STILLWELL-GERARD
CONSTRUCTION CO.

An Equal Opportunity Employer

GENERAL CONTRACTORS
13306 S.E. 30TH ST.
P. O. BOX 186
BELLEVUE, WASH. 98009
SH 7-2763

September 8, 1971

Hughes & Ladd Inc.
Route 2, Box 2600
LaGrande, Oregon 97850

Attention of Mr. Steve Anderson

Re: LaGrande Ladd Canyon Section
Contract 7566

Gentlemen:

Reference is made to my letter dated July 6, 1971 concerning the job training program. The following is a breakdown of the training hours which approximates our proposed training curriculum.

1. On the job safety and traffic flagging - 15 hours.
2. Proper use of hand tools - 15 hours.
3. Development of work attitude and cooperation with fellow workmen - 15 hours.
4. On the job training, fencing - 375 hours.
5. On the job training, signing - 180 hours.
6. On the job training, guard rail - 200 hours.

It should be noted that these hours shown above are our current best estimates.

Very truly yours,

STILLWELL-GERARD CONSTRUCTION CO.

By W. S. Campbell
W. S. Campbell

WSC:mn

ACME-VICKREY, A Joint Venture

AREA CODE 509
KEystone 4-2626
BOX 2503, TERMINAL ANNEX
SPOKANE, WASHINGTON 99220

July 26, 1971

Hughes & Ladd Inc.
Route #2
2600 LaGrande
LaGrande, Oregon 97850

Ref: Contract No. 7566, Contractor Training Program

Gentlemen:

The following outline is our proposed construction training program for the above referenced project.

Trainee No. 1: Assistant to Operating Engineer
Approximate starting date July 15, 1971

On the job training	Hours
1. Job safety	4
2. Job attitude	4
3. Safety and care of tool handling	4
4. Grade checking	70
5. Service and maintenance of equipment	30
6. Paving machine operation	38
Total Hours each setup	150

We anticipate two set-ups before completion of this work and the above hours represents our proposed training program for each set-up. In all probability we would employee different individuals for each trainee program making a total of 300 hours of on the job training.

We trust this is sufficient information but if you have any questions, please let us know.

Very truly yours,

ACME-VICKREY, A Joint Venture

Donald H. Herak
President of ACME

DHH/jh

STILLWELL-GERARD
CONSTRUCTION CO.

An Equal Opportunity Employer

GENERAL CONTRACTORS
13306 S.E. 30TH ST.
P. O. BOX 186
BELLEVUE, WASH. 98008
SH 7-2763

July 6, 1971

Hughes & Ladd Inc.
Route 2, Box 2600
LaGrande, Oregon 97850

Attention of Mr. Steve Anderson

Re: LaGrande Ladd Canyon Section
Contract 7566

Gentlemen:

In accordance with your request, and the requirements of the special provisions of the above referenced contract, we hereby agree to provide on the job training for one trainee. We would propose to obtain this trainee either through your office or through Mr. Ron Anderson of the Portland Chapter of the A.G.C.

Our current work schedule indicates that we will be initiating some of our fence work on or about March 1, 1972. At that time we will endeavor to comply as nearly as possible with the requirements of the special provisions pertaining to the training of our assigned trainee. This training will include, but is not limited to:

1 On the job safety and traffic flagging.
2 Proper use of hand tools.
3. Lay out procedures pertaining to fencing and guardrail.
4 Development of work attitude and cooperation with
   fellow workmen.

We hereby agree to pay this trainee in accordance with the provisions of your contract with the State of Oregon.

Very truly yours,

STILLWELL-GERARD CONSTRUCTION CO.

By W. S. Campbell
W. S. Campbell

WSC:mn

RECEIVED
FEB 1 - 1972
FOR FILING

I-80N-6(47)265
7566

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

January 27, 1972

Hughes & Ladd Inc.
Rt. 2 Box 2600
LaGrande, OR 97850

Attn: Mr. Stephen C. Anderson

NOTED
A. E. JOHNSON

Gentlemen:

Re: LaGrande - Ladd Canyon Section
Old Oregon Trail Highway
F.A. Project No. I-80N-6(47)265
Contract No. 7566

The expanded training program submitted for the trainee to be provided by Acme-Vickrey is considered to be of sufficient duration to provide adequate training in the Operating Engineer craft proposed.

This letter constitutes approval by the Oregon State Highway Division of your entire training program for the seven trainees to be furnished on the project.

Your training program is being forwarded for the Federal Highway Administration's approval. You will be notified when we receive their concurrence.

Very truly yours,

George M. Baldwin
Administrator of Highways

By MDGlenn

M. D. Glenn
EEO Engineer

MDG:fr
cc: Vyrl Goff, Hughes & Ladd Inc.

bc: R. E. Simpson
A. E. Johnson
W. E. Schwartz
J. R. Hagedorn

RECEIVED
JAN 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
JAN 17 1972
FOR FILING

I-80N-6(47)265
7566

El Paso Natural Gas Company

El Paso, Texas 79978

January 11, 1972

NOTED
A. E. JOHNSON

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad and Utility Engineer

Re: R/W 67129 (NW)
Oregon Highway Adjustment
Project I-80N-6 (47) 265
La Grande-Ladd Canyon Section
Ignacio-Sumas Line
Union County, Oregon

Gentlemen:

This is to advise you that El Paso Natural Gas Company agrees with your letter of December 7, 1971. All costs for adjusting our pipelines at this location will be borne by El Paso Natural Gas Company.

Very truly yours,

Roland G. Tayler

Roland G. Tayler
Supervisor
Right of Way Department

RECEIVED
JAN 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

GA:cyj

Copies to:
RE Simpson w/copy of 12-7-71 ltr
AE Johnson " " "
WE Schwartz " " "
HM Fillmore " " "
Jock Sollis " " "

Routing
Morgan "
"
"
"
"
Johnson

RECEIVED
JAN 13 1972
CONSTRUCTION
DIVISION

Pease E
KB

UTILITY UNIT

Phone 378-6511

December 7, 1971

El Paso Natural Gas Company
P. O. Box 1492
El Paso, Texas 79999

ATTENTION: Mr. Roland G. Tayler

Re: Twenty-two inch Gas Line Relocation
LaGrande-Ladd Canyon Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(33)262
Contract No. 7566

Gentlemen:

Reference is made to our letter dated March 29, 1971, and your letters dated August 31 and November 2, 1971, all concerning the proposed relocation of your 22-inch pipe line on this section.

Since this gas main was reconditioned in 1968 to accommodate the proposed rest area, the matter of allocation of costs of this proposed relocation was referred to our attorneys and the Federal Highway Administration.

It is the opinion of our attorney that the general rules for determining the allocation of costs should be as follows:

1. The State is responsible for the cost of adjusting any segment of the gas line occupying your private easement which is in physical conflict with the proposed project.

2. The State would be responsible for the cost of adjusting a segment of your pipe line if the construction of the highway over the pipe line required the adjustment under the current provisions of the Minimum Safety Standards of the Department of Transportation, Office of Pipe Line Safety.

3. El Paso Natural Gas Company would be responsible for the cost of adjusting any segment of their pipe line located on their private easement if the adjustment was required by a change in class location under the provisions of the Minimum Safety Standards.

4. El Paso Natural Gas Company would be responsible for the adjustment of any segment of their pipe line occupying highway right of way that was in conflict with either the construction or any of the provisions of the Minimum Safety Standards.

Notwithstanding the fact that the class location change (mentioned in Paragraph 3 above) was the result of the installation of the rest area, it is the opinion of our attorneys that any updating of the pipe line required by a change in class location by the Federal Government does not obligate the State to pay this additional cost. Also, the Company has the alternative of reducing pressure to conform to the new class location provisions.

In view of the above, it would appear that the State has no legal obligation to reimburse your Company for the cost of relocating your line as detailed in your above mentioned letters. This office will welcome any additional information you have concerning this subject.

This matter was briefly discussed with your Mr. W. E. Hensala, and it was agreed it would be in the interest of both the State and your Company to proceed with the adjustment of your pipe line at an as early a date as possible. We hereby establish an eligible date of December 1, 1971 for any costs involving the relocation of your facilities as detailed in your letter of November 2, 1971, for which it is later determined that the State has a legal obligation.

For further information concerning construction details, please contact our Mr. Fillmore, P.O. Box 850, LaGrande, Oregon 97850, Telephone 963-3177. For information concerning the allocation of costs between the State and your Company, please contact this office.

Very truly yours,

F. C. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

FGP:dl
cc: El Paso Natural Gas Company
P.O. Box 1526
Salt Lake City, Utah 84110
Attn: Mr. W. E. Hensala

R. E. Simpson
A. E. Johnson
H. S. Coulter
H. M. Fillmore

RECEIVED
DEC 22 1971
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

I-80N-6(47)265
7566

December 17, 1971

Hughes & Ladd Inc.
Rt. 2 Box 2600
LaGrande, OR 97850

Attn: Mr. Stephen C. Anderson

NOTED
A. E. JOHNSON

Gentlemen:

Re: LaGrande-Ladd Canyon Section
Old Oregon Trail Highway
F.A. Proj. No. I-80N-6(47)265
Contract No. 7566

Mr. D. E. Swan, in his letter of September 30, 1971, notified you that the training program submitted by Acme-Vickrey was not of sufficient duration to provide adequate training in the Operating Engineer craft proposed. He also requested you to expedite the resubmittal of their program.

I realize the difficulties encountered in obtaining trainees from the Operating Engineers Union, however, final approval of your over-all program cannot be obtained from the Federal Highway Administration until receipt of this expanded program.

I therefore request submittal of Acme-Vickrey's program by February 1, 1972.

Very truly yours,

F. D. Morgan
Construction Engineer

By MGlenn

M. D. Glenn
EEO Engineer

MDG:fr
cc: Hughes & Ladd, Inc., Redding, CA

bc: R. E. Simpson
A. E. Johnson
H. S. Coulter
J. R. Hagedorn

RE
DEC
OFFI
STATE HIGHWA

Form E-123

UTILITY UNIT

Phone 378-6511

December 7, 1971

El Paso Natural Gas Company
P. O. Box 1492
El Paso, Texas 79999

ATTENTION: Mr. Roland G. Tayler

Re: Twenty-two inch Gas Line Relocation
LaGrande-Ladd Canyon Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(33)262
Contract No. 7566

Gentlemen:

Reference is made to our letter dated March 29, 1971, and your letters dated August 31 and November 2, 1971, all concerning the proposed relocation of your 22-inch pipe line on this section.

Since this gas main was reconditioned in 1968 to accommodate the proposed rest area, the matter of allocation of costs of this proposed relocation was referred to our attorneys and the Federal Highway Administration.

It is the opinion of our attorney that the general rules for determining the allocation of costs should be as follows:

1. The State is responsible for the cost of adjusting any segment of the gas line occupying your private easement which is in physical conflict with the proposed project.

2. The State would be responsible for the cost of adjusting a segment of your pipe line if the construction of the highway over the pipe line required the adjustment under the current provisions of the Minimum Safety Standards of the Department of Transportation, Office of Pipe Line Safety.

3. El Paso Natural Gas Company would be responsible for the cost of adjusting any segment of their pipe line located on their private easement if the adjustment was required by a change in class location under the provisions of the Minimum Safety Standards.

4. El Paso Natural Gas Company would be responsible for the adjustment of any segment of their pipe line occupying highway right of way that was in conflict with either the construction or any of the provisions of the Minimum Safety Standards.

Notwithstanding the fact that the class location change (mentioned in Paragraph 3 above) was the result of the installation of the rest area, it is the opinion of our attorneys that any updating of the pipe line required by a change in class location by the Federal Government does not obligate the State to pay this additional cost. Also, the Company has the alternative of reducing pressure to conform to the new class location provisions.

In view of the above, it would appear that the State has no legal obligation to reimburse your Company for the cost of relocating your line as detailed in your above mentioned letters. This office will welcome any additional information you have concerning this subject.

This matter was briefly discussed with your Mr. W. E. Hensala, and it was agreed it would be in the interest of both the State and your Company to proceed with the adjustment of your pipe line at an as early a date as possible. We hereby establish an eligible date of December 1, 1971 for any costs involving the relocation of your facilities as detailed in your letter of November 2, 1971, for which it is later determined that the State has a legal obligation.

For further information concerning construction details, please contact our Mr. Fillmore, P.O. Box 850, LaGrande, Oregon 97850, Telephone 963-3177. For information concerning the allocation of costs between the State and your Company, please contact this office.

Very truly yours,

F. C. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
cc: El Paso Natural Gas Company
P.O. Box 1526
Salt Lake City, Utah 84110
Attn: Mr. W. E. Hensala

R. E. Simpson
A. E. Johnson
H. S. Coulter
H. M. Fillmore

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 30, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(33)262
LaGrande - Ladd Canyon Section, Old Oregon Trail Highway
El Paso Natural Gas Company - 22-inch Gas Line Relocation

A question was raised by Mr. Phil Preston concerning Federal participation in the upgrading of a gas pipeline located near a rest area on the subject highway section.

Enclosed is a copy of a memorandum from our Washington office setting forth policy concerning this matter. If Federal funds are to participate in the upgrading of this pipeline within the right of way, a determination must be made that reimbursement for this work is a State responsibility under the pipeline owner's right of occupancy.

Enclosure
Memo, 11-23-71, Actg Assoc Admin Maloney to Reg Admin Phillips

Johnson

NOTED
TOM EDWARDS

RECEIVED
DEC 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

1-7-72
By phone call to Utilities,
El Paso has agreed to
precepts of Litchfield letter
of Dec 7-1971
AEJ

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Mr. R. M. Phillips
08-00.321 Regional Federal Highway Administrator
Portland, Oregon
Attention: Mr. T. A. Knotts
Chief, Right-of-Way Division

NOV 23 1971

EN-14

ROSS W. KRUSER

For M. F. Maloney
Acting Associate Administrator for
Engineering and Traffic Operations

Oregon Project I-80N-6(33)262, Twenty-two Inch Gas Line Relocation, El Paso Natural Gas Company, LaGrande-Ladd Canyon Section, Old Oregon Trail Highway

Reference is made to your memorandum of September 23 requesting our review and advice on Oregon's submission relating to the need for upgrading a gas pipeline which crosses the subject project.

The Federal Highway Administration has no regulatory authority in regard to the Pipeline Safety Standards. In cases where a utility occupies Federal-aid highway right-of-way, we do have a responsibility to evaluate the adequacy of the measures deemed appropriate to protect the highway and insure the safety of its traffic. In this respect, where a gas pipeline crosses the traveled roadway or otherwise will be in close proximity to the highway traffic, we feel that compliance with the standards is a necessary safety measure. Where actual physical adjustment of a pipeline is necessary or attributable to the construction of a highway, the costs incurred for such work, as provided under paragraph 9c(2) of PPM 30-4, are eligible for Federal participation.

In this case the owner has indicated that in order to meet the pipeline safety standards, he must increase the pipe wall thickness at the crossing, including that portion of the line which was adjusted in 1968 under the requirements in effect at that time. Based upon the information in the submission which was supplemented by Mr. Glen Green during his recent trip to Washington, it is our understanding that the proposed adjustment is for the sole purpose of meeting the new classification requirements resulting from a change in the class location due to the rest areas which are part of the highway project.

-more-

By law the pipeline owner must comply with the standards under 49 C.F.R. 192 by either reducing his operating pressure or upgrading the facility. This would be his responsibility regardless of the circumstances which might affect the classification status at any location along his pipeline. Therefore, an adjustment proposed strictly for the above purpose is considered the owner's obligation and not a highway responsibility.

The State may however, have an obligation under the pipeline owner's right of occupancy for a portion of the line involved, to compensate the owner for the cost of upgrading as a result of the change in classification requirements due to the highway improvement. Prior to proceeding further in this matter, it is suggested the State make a determination in regard to the above. If the determination is affirmative, they can then submit this through proper channels to our office for review in accordance with the provisions of paragraph 3b, PPM 30-4.

UTILITY UNIT

Phone 378-6511

September 10, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Re: Twenty-two Inch Gas Line Relocation
El Paso Natural Gas Company
LaGrande-Ladd Canyon and Ladd Canyon
Sections
Old Oregon Trail Highway
Union County
Project No. I-80N-6(33)262

Dear Sir:

In 1968 our proposed plan for the LaGrande-Ladd Canyon Section included a rest area in the vicinity of Station 330+80. It was determined that, as a safety measure and to ensure a longer life expectancy, it would be necessary to excavate, recondition, and recoat the uncased portion of the gas line lying within the proposed rest area (the cased portion is under the existing highway). Your letter dated May 13, 1968 authorized this work and the work was completed on July 22, 1968.

Our present plans call for a more extensive rest area with roads which have been altered so that they now cross the gas line over a curved section, and over a portion of the line which was not reconditioned in 1968.

A plan was submitted to the company for their comments and approval. After a complete investigation, the company advised us that their pipe line crossing the proposed rest area does not conform to the safety standards of the Department of Transportation, Office of Pipe Line Safety. In addition to the ramp crossing over a curved portion of the line, the uncased portion of the pipe extending through the rest area does not have sufficient wall thickness (.250-inches). Therefore, it will be necessary to reconstruct the pipe line through the rest area using new pipe and a minimum wall thickness of .375-inches.

Attached are two copies each of the following data pertaining to this problem:

1. A letter from El Paso Natural Gas Company to Mr. Fillmore, dated August 31, 1971, which transmits an estimate of cost and sketch map for the gas company's proposed relocation across the rest area on the LaGrande-Ladd Canyon Section.

2. A letter from the El Paso Natural Gas Company to Mr. Fillmore, dated August 31, 1971, which transmits an estimate and sketch map for the pipe line crossing to be adjusted on the Ladd Canyon section.

3. Mr. Fillmore's letter to the gas company, dated September 7, 1971.

Certification as to El Paso Natural Gas Company's rights in the land occupied by their facilities for this work was submitted to you with our letter of May 7, 1968.

The State is not entitled to credit for expired service life for this work since the work consists of two crossings of the freeway. Salvage has been included in the estimate of costs, however, it is doubtful if it will be economically feasible to salvage the existing pipe. We will propose to the company to include alternate bids, one for salvaging and stock piling the existing pipe and the other to abandon the pipe in place.

Please determine if these proposed relocations are necessary to fully comply with the new safety regulations. If so, your approval of the work detailed above, subject to the gas company's confirmation of the State's share of the work as set out in our above mentioned Mr. Fillmore's letter, dated September 7, 1971, is requested.

Construction work on this section of the gas line must be coordinated with the work being performed on the line in the State of Washington. The company plans to complete the work this fall, therefore, expeditious handling of this matter will be greatly appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
Enclosure
cc: A. E. Johnson
V. L. Gallagher (2)

I 80N-6(47)265

Form E-206 (Rev. 11-70)

STATE COPY 6-11

7566

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 5-6-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 11-9-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name La Grande-Ladd Canyon
Highway Old Oregon Trail
County Union
Contractor Hughes & Ladd, Hughes & Ladd, Inc.
Address P.O. Box 756, Redding, California 96001

Date October 19 71
Contract No. 7566
Prefix 631-1070
F. A. Project No. I-80N-6(47)265
Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
Clearing and grubbing of slide areas.

To Constr. 11-12-71

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

Location by station numbers:
374 - 383 lt; 440 - 445 lt;
451 - 460 rt; 464 - 470 rt.

RECEIVED
NOV 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor	$1,400.00
Equipment rental	1,500.00
Materials and Supplies	100.00
Total	$3,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This order covers the clearing and grubbing and removal of danger trees necessitated by additional sliding at those areas where slide corrective work has been and will be carried out.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$7,703,219.81
Present estimate of project cost, including $ 3,000.00 for work under this order	$7,703,219.81
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended:

Approval Recommended: For: Construction Engineer or ~~Bridge Engineer~~

Approved R. D. ~~Construction~~ Engineer.

I-80N-6(47)265

L 9

STATE COPY

G-1P

Form E-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

7566

APPROVED EFFECTIVE DATE 5-6-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 11-11-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name La Grande-Ladd Canyon
Highway Old Oregon Trail
County Union
Contractor Hughes & Ladd and Hughes & Ladd, Inc.
Address P. O. Box 756, Redding, Calif. 96001

Date Sept. 30, 1971
Contract No. 7566
Prefix 631-1070
F. A. Project No. I-80N-6(47)265
Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Slide Correction - doze approximately 11,000 c. y. of material from top of cut behind original slope stakes, down to where material can be loaded and hauled away.

NOTED
A. E. JOHNSON

RECEIVED
NOV 1971

Const. 11-10-71

Location by station numbers:

403 - 405 Rt.

Estimate of quantities and cost:

Equipment Rental	$2,550.00
Labor	1,175.00
Total	$3,725.00

NOTED
TOM EDWARDS

(Net increase in project cost $3,725.00)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Cut was originally staked on 1½:1 slope, approximately 130 ft. deep. Slip ocurred at 40 ft. from top after cut was down 60-70 ft. Contractor will have to move slide material approximately 90 ft. horizontally, by dozer, before he can pick it up.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$7,703,219.81
Present estimate of project cost, including $3,725.00 for work under this order	$7,703,219.81
Expected under-run / over-run amount	$0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: J R Hagedorn
J. R. Hagedorn
Resident Engineer

Approval Recommended:
Regional Engineer

Approval Recommended:
For: Construction Engineer or ~~Bridge Engineer~~

Approved R D Asbury
Construction Engineer.

RECEIVED
OCT 1[illegible] 1971
FOR FILING

1859

I-80N-6(47)265
7566

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

NOTED
A. E. JOHNSON

September 30, 1971

Hughes & Ladd Inc.
Rt. 2 Box 2600
LaGrande, OR 97850

Attn: Stephen C. Anderson

Gentlemen:

Re: LaGrande -Ladd Canyon Section
Old Oregon Trail Highway
F.A. Proj. No. I-80N-6(47)265
Contract No. 7566

Yesterday I discussed with Dick Green of your office a problem concerning the training program submitted by Acme-Vickrey for a trainee to be provided on the subject contract. The training program as submitted by Acme-Vickrey is not considered to be of sufficient duration to provide adequate training for development of full journeyman status. We realize that the subcontractor presented this program in good faith based on the anticipated training which they could furnish during the life of the contract. However, the training program does not have to be completed on one contract. When the subcontractor's work has been completed, the trainee can be given a certificate indicating the successful completion of a certain number of hours for the training program.

Please have Acme-Vickrey expand their program to reflect a more complete training program for the Operating Engineer trainee. Their proposal should also include a statement emphasizing that they will make an effort to employ minority and underprivileged trainees.

Please expedite the resubmittal of their program so we can secure Federal Highway Administration's approval.

RECEIVED
SEP 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

F. D. Morgan
Construction Engineer

By DESwan

D. E. Swan
E.E.O. Engineer

DES:fr
cc: Vyrl Goff, Hughes & Ladd, Inc.

bc: AGC, Ron Anderson
R. E. Simpson
A. E. Johnson
H. S. Coulter

Form 5-123

RECEIVED
SEP 22 1971
FOR FILING
I-80N-6(47)265
7566

September 17, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: LaGrande-Ladd Canyon Section
Old Oregon Trail Highway
F.A. Proj. No. I-80N-6(47)265
Contract No. 7566

The subject contract was awarded on May 4, 1971, to Hughes & Ladd, Inc. of Redding, California. The contract included the EEO Special Provisions for on-the-job training under FHWA Order Interim 7-2(2).

The contractor is to provide seven trainees during the life of the contract. At the preconstruction conference June 8, 1971, the contractor advised that the trainees would be furnished in the Laborer, Teamster, Carpenter, and Operating Engineer crafts. The Oregon State Highway Division accepted the contractor's proposal at that time.

The Carpenter trainee will be provided under an existing apprenticeship program from the State of Oregon which has been approved by the U.S. Department of Labor.

The Laborer, Teamster, and Operating Engineer trainees will be provided under new training programs. These programs are somewhat similar to those submitted to you concerning F.A. Project Nos. I-80N-7(33)289, the Powder River-Baldock Slough Section, and F-171(14), the Columbia County Line-Burlington Section. The contractor's proposal, which is attached, outlines the training schedule which will be followed.

It should be noted that the Operating Engineer training program submitted by the subcontractor, Acme-Vickrey, is for a relatively short duration. This is due to the specialized type of work involved. It has been estimated that the paving will require approximately eight weeks. While this may not be adequate time to train a fully qualified equipment operator, it certainly represents a realistic effort to train an operator on paving equipment. Because of the shortage of qualified paving equipment operators in the industry today, we believe that the contractor's proposal should be accepted. We have advised the contractor that a certificate of completion should specify the degree of proficiency attained by the trainee on this type of equipment only.

The Oregon State Highway Division believes that the contractor's proposal meets the required standards and goals of FHWA Order Interim 7-2(2). We request you concurrence in the contractor's proposed training programs.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Attachments

cc R. L. Porter
Tom Edwards
F. D. Morgan

[illegible]:fr ms

RECEIVED
OCT 25 1971
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

I-80N-6(47)265

7566

Hughes & Ladd Inc.
Rt. 2 Box 2600
LaGrande, OR 97850

September 15, 1971

Attn: Stephen C. Anderson

Gentlemen:

Re: LaGrande-Ladd Canyon Section
Old Oregon Trail Highway
F.A. Proj. No. I-80N-6(47)265
Contract No. 7566

This letter constitutes formal approval of your selection of crafts in which seven trainees are to be provided on the subject contract. At the preconstruction conference in LaGrande June 8, 1971, you indicated that the trainees would be furnished in the Laborer, Teamster, Carpenter and Operating Engineer crafts.

The Oregon Highway Division considers your program to be acceptable. It should be noted, however, that Acme-Vickrey's proposal anticipates an extremely short training program. Our approval of this short training program is with the understanding that the certification which Acme-Vickrey will supply their trainee will indicate successful completion of a training program for operation of specialized paving equipment only, not as a full journeyman Operating Engineer. We recognize the necessity of a short training program for this subcontractor due to the short duration of their specialized work.

Your training program is being forwarded for Federal Highway Administration's approval. We will notify you when we receive their concurrence.

NOTED
A. E. JOHNSON

Very truly yours,

F. D. Morgan
Construction Engineer

By D E Swan

D. E. Swan
E.R.O. Engineer

RECEIVED
SEP 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DES:fr
cc: Redding, CA Office
bc: R. E. Simpson
A. E. Johnson
H. S. Coulter
J. R. Hagedorn

Form 8-120

RECEIVED
AUG 18 1971
UTILITY UNIT

RECEIVED
AUG 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-6511

I-80N-6(47)265
7566

August 11, 1971

El Paso Natural Gas Company
P. O. Box 1492
El Paso, Texas 79999

ATTENTION: Mr. Roland G. Taylor

Re: Four-inch Gas Main Adjustment
El Paso Natural Gas Company
LaGrande-Ladd Canyon Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(33)262
Contract No. 7566

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of July 12, 1971, have been approved by the State and the Federal Highway Administration. This will confirm our verbal authorization to proceed with the work as of July 30, 1971.

Acquisition of an easement across your fee property is being processed by our Right of Way Section and will be handled by separate correspondence.

Reimbursement for work performed on and subsequent to July 30, 1971, will be made subject to the provisions of PPM 30-4 upon receipt of your actual cost billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By TWL

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
cc: El Paso Natural Gas Company
P. O. Box 1526
Salt Lake City, Utah 84110

A. E. Johnson
R. E. Simpson
V. L. Gallagher w/attach (2)
V. E. Skoog
H. S. Coulter w/attach (2)
J. R. Hagedorn w/attach
G. A. Starkey w/attach
H. M. Fillmore w/attach

NOTE TO H. S. COULTER: Please have a State Force Order prepared and submitted for this work. Project No. I-80N-6(33)262. Prefix No. 631-1070. Return one copy of Est. and sketch with SFO.

RECEIVED
AUG 6 1971
FOR FILING
I-80N-6(47)265
7544

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 2, 1971

In reply refer to: 08-35.6

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

Johnson

SUBJECT: Oregon Project I-80N-6(47)265
LaGrande-Ladd Canyon Section

We have reviewed Revised Drawings 23296 through 23299 for the subject project submitted with Mr. Hart's information copy of letter dated July 9 and are returning one set approved as requested.

Enclosure

Orig to Merchant w/Enc 8-5-71

NOTED
TOM EDWARDS

RECEIVED
AUG 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

W/

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-[illegible] (Rev. 11-70)

I-80N-6(47)265
7566

STATE COPY 6-15

APPROVED EFFECTIVE DATE 7-22-71
Contingent upon modification of project agreement if additional funds are required.
BY
TITLE Dist. Engineer
DATE 8-10-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name La Grande - Ladd Canyon
Highway Old Oregon Trail
County Union
Contractor ~~Hughes & Ladd~~ Hughes & Ladd Inc.
Address Box 756, Redding, Calif.

Date 20 July 1971
Contract No. 7566
Prefix 631-1070
F. A. Project No. I-80N-6(47)265
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct and Install Swinging Fence Panels at locations where fence line crosses waterways, in accordance with Section 607 of the Standard Specifications for Highway Construction, Oregon 1970.

Location by station numbers:

'FR'	326+40 Rt.	424+00 Rt.
'WB'	335+90 Lt.	441+10 Rt.
'WB'	342+00 Lt.	465+35 Rt.
'WB'	369+70 Lt.	

Estimate of quantities and cost:

Materials	$140.00
Labor	140.00
Equipment	70.00
Net Increase in Project Cost	$350.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This work is classed as Extra Work based on Section 607.93 of the Standard Specifications for Highway Construction, Oregon 1970.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$7,703,219.81
Present estimate of project cost, including $ 350.00 for work under this order	$7,703,219.81
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: John R. Hagedorn Resident Engineer

Approval Recommended:

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approved

8-16-71

RECEIVED
JUL 19 1971
FOR FILING

I-80N-6(47)265
1366

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 12, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson
cy f dec
Orig to Constr
7-14-71

SUBJECT: Oregon Project I-80N-6(47)265
La Grande - Ladd Canyon Section
State Force Order No. 4
Total Estimated Amount of the Order - $10,000
Federal Participation - $9,000

Reference is made to Mr. Bond's letter dated June 30 concerning subject order.

The use of State forces is approved as being in the public interest under provisions of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the drilling work contemplated under this order.
2. The State has the necessary special equipment and trained personnel to perform the work more economically and expeditiously.
3. The amount of work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned.

NOTED
A. E. JOHNSON

Enclosure
State Force Order No. 4

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-166 (Rev. 8-70)

STATE COPY

G-1F

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contingent upon modification of project agreement if additional funds are required

BY

TITLE Dist. Engineer

Contract No. 66

DATE 7-12-71

Federal No.

FEDERAL HIGHWAY ADMINISTRATION

Section La Grande-Ladd Canyon Date June 10 1971

Highway Old Oregon Trail F.A.P. No. I-80N-6(47)265

County Union Prefix 631-1070 Account No. 235-04

Description of Work To Be Done:

Drill and install casing to accommodate slope indicator equipment.

Location by Station Numbers:

374 - 383 lt; ~~451 - 460 rt; 464 - 470 rt.~~

Estimate of Quantities and Costs:

Equipment rental	$4,500.00
Labor	4,500.00
Materials and supplies	1,000.00
Total	$10,000.00

Explanation:

Work ordered by Construction Section; necessary to facilitate use of rented slope indicator equipment. Slope Indicator Company does not do this type of work in connection with their rental.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$7,703,219.81
Present estimate of project cost, including $10,000.00 for work under this order	$7,703,219.81
Expected under-run over-run (amount)	$0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer

Approved: Construction Engineer

RECEIVED
JUL 2 - 1971
FOR FILING

I-80N-6(47)265
7566

June 30, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7566
Prefix 631-1070
FAP I-80N-6(47)265

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 3 covering rental of slope indicator digital inclinometer equipment and furnishing plastic casing pipe on the LaGrande-Ladd Canyon Section of the Old Oregon Trail Highway in Union County.

Slope indicator equipment is necessary to monitor movement of the slides during and after corrective work. Neither the contractor nor the State has the proper equipment to perform the work covered by this order. This order will also include engineering services during installation.

The estimated total cost of the work to be done under this order is $11,382.50 with Federal participation of $10,244.25. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 28, 1971.

Your approval as of May 28, 1971 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

JK:fw

RECEIVED
JUL 2 - 1971
FOR FILING

I-80N-6(47)265
7566

June 30, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7566
Prefix 631-1070
FAP I-80N-6(47)265

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 4 covering horizontal drilling and installation of casing to accommodate slope indicator equipment on the LaGrande-Ladd Canyon Section of the Old Oregon Trail Highway in Union County.

A previous State Force Order covers the rental of slope indicator equipment and furnishing the casing. The contractor is neither properly equipped nor staffed to perform the drilling work contemplated under this order. The State has the necessary special equipment and trained personnel to perform the work more economically and expeditiously.

The estimated total cost of the work to be done under this order is $10,000 with Federal participation of $9,000. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 28, 1971.

Your approval as of May 28, 1971 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

JK:fw

RECEIVED
JUN 24 1971
FOR FILING

I-80N-6(47)265
7566

June 22, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7566
Prefix 631-1070
FAP I-80N-6(47)265

Dear Sir:

The work under Contract No. 7566, LaGrande-Ladd Canyon Section of the Old Oregon Trail Highway in Union County, was started on June 21, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

for F. D. Morgan
Construction Engineer

VG:fw

-81N-6(47)265

Form A-105 (Rev. 8-70)

STATE FORCES NOT INVOLVED

7566

STATE COPY

6-1P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 5-28-71
Contingent upon modification or project agreement if additional funds are required
BY
TO Contract No. 7566 Dist. Engineer
DATE Order No. 7-13-71
FEDERAL HIGHWAY ADMINISTRATION

Section La Grande-Ladd Canyon Date June 10, 1971

Highway Old Oregon Trail F.A.P. No. I-80N-6(47)265

County Union Prefix 631-1070 Account No. 285-03

Description of Work To Be Done:

Rental of Slope Indicator Digitilt Inclinometer w/Control Cable Pulley Assembly
from: Slope Indicator Company
3668 Albion Place North
Seattle, Washington 98103

Also furnish plastic casing.

Location by Station Numbers:

374 - 383; ~~451 - 460; 464 - 470~~

RECEIVED
JUL 14 1971
OFFICE OF
STATE [illegible]

Estimate of Quantities and Costs:

Plastic Casing		$2,500.00
Equipment rental:	Digitilt Inclinometer	$7,760.00
	Assembly tools	462.50
Engineers Services:	3 days @ $120.00	360.00
Engineers transportation and expenses:		300.00
	Total	$11,382.50

(Costs as per attached rental agreement, based on two (2) years rent).

Explanation:

Work ordered by Construction Section. It is States desire to measure movement of slides during and after corrective work. State does not have the instruments necessary to accomplish this.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$7,703,219.81	
Present estimate of project cost, including $11,382.50 for work under this order	$7,703,219.81	
Expected under-run over-run (amount)	$ 0	
Expected under-run over-run (per cent)	0	

Space to right of this line is for use of Salem Office

Submitted by: J R Hagedorn
Resident Engineer

Approval Recommended: ~~For~~
Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: E. O. Pederson
Regional Engineer

Approved: G. D. Hogan
Construction Engineer

7-14-71

JUN 16 1971

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-80N-6(47)265
7566

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: June 9, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
for Salem, Oregon

SUBJECT: Oregon Project I-80N-6(47)265
La Grande - Ladd Canyon Section
State Force Order No. 2
Total Estimated Amount of the Order - $400
Federal Participation - $360

Reference is made to your letter dated June 8, 1971 concerning subject order.

The use of State Forces is approved as being in the public interest in accordance with PPM 21-6.2. It is desired to perform the work before the contractor has any equipment on the project to determine what type of movement is in the slide area. The amount of the work is too small to warrant a separate contract.

Enclosure
State Force Order No. 2

Orig to Morgan
6-15-71

NOTED
TOM EDWARDS

GEJ.

RECEIVED
JUN 1 [illegible]
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-165 (Rev. 8-70)

STATE COPY G-10

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 5-28-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 6-7-71
FEDERAL HIGHWAY ADMINISTRATION

Contract No. 7566
Order No. XXIX 02

Section LaGrande-Ladd Canyon
Date May 21, 1971
Highway Old Oregon Trail
F.A.P. No. I-80N-6(47)265
County Union
Prefix 631-1070
Account No. 222-02

Description of Work To Be Done:

Furnish tractor w/dozer (D-7E), fully operated, for constructing access roads above slides to make the slide areas accessible for geological studies.

Location by Station Numbers:

374 to 383 lt; 451 to 460 & 464 to 470 rt.

Estimate of Quantities and Costs:

Equipment rental:

(1) D-7E tractor w/dozer, fully operated*, 10 hrs. @ $25.00 =	$250.00
Moving to and from project, lump sum,	100.00
Moving tractor within project, lump sum,	50.00
Total	$400.00

NET INCREASE IN PROJECT COST - $400.00

*(Fully operated as per form E-376, Rental Information on Equipment Not Owned by the Oregon State Highway Department).

Explanation: The location shown above are slide areas. Salem Headquarters has issued instructions to install slope indicators above the slides. To accomplish this an access road must be constructed at each slide site. The contractor does not have any equipment on the project at this time. Regional Geologist has arranged to rent above equipment from D. McD. Logging Co., La Grande, Oregon.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$7,703,219.81
Present estimate of project cost, including $400.00 for work under this order	$7,703,219.81
Expected under-run / over-run (amount)	$0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer
Maintenance

Approved: Construction Engineer

6-15-71

RECEIVED
JUN 8 - 1971

I-80N-6(47)265
4566

June 8, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7366
Prefix 631-1070
FAP I-80N-6(47)265

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 2 covering furnishing a fully operated tractor with dozer for constructing access roads above slides on the LaGrande-Ladd Canyon Section of the Old Oregon Trail Highway in Union County. This is to provide access for a drill.

Prior to any contract work being performed on this project, slope indicators are to be installed in the potential slide areas. The contractor does not have equipment on the project at this time, therefore the State will rent necessary equipment for construction of the access roads.

This early work can be accomplished more expeditiously and economically on the above basis.

The estimated total cost of the work is $400 with Federal participation in the amount of $360.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer May 28, 1971.

Your approval as of May 28, 1971 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

JAB/BMW:fw

RECEIVED
MAY 26 1971
FOR FILING

I-80N-6(47)265
7566

May 25, 1971

Hughes & Ladd
and Hughes and Ladd, Inc.
Box 756
Redding, California 96001

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7566 for work
on the LaGrande-Ladd Canyon
Section of the Old Oregon
Trail in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
John Hagedorn

RECEIVED
MAY 18 1971
FOR FILING

I-80N-6(47)265
7566

May 13, 1971

Hughes and Ladd
& Hughes and Ladd, Inc.
Box 756
Redding, California 96001

Gentlemen:

Enclosed are three copies of Contract No. 7566 for $6,571,306.50 awarded to you by the State Highway Commission on May 4, 1971, for work on the LaGrande-Ladd Canyon Section of the Old Oregon Trail in Union County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 25, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
John Hagedorn

RECEIVED
UTILITY UNIT
MAY [illegible] 1971
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

I-80N-6(47)

75666

May 11, 1971

El Paso Natural Gas Company
P. O. Box 1526
Salt Lake City, Utah 84110

ATTENTION: Mr. W. E. Hensala, P.E.
Senior Division Engineer

Re: Existing Gas Line Crossing
LaGrande-Ladd Canyon Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(33)262

Gentlemen:

Reference is made to your letter of April 22, 1971, regarding the crossing of our proposed frontage road over your existing 4-inch gas line at Station "FR" 338.

The construction of the proposed frontage road requires a fill of about 2-feet at the point where it will cross your existing 4-inch gas line. The surfacing for this frontage road is 6-inches of plant mix aggregate wearing course, as shown on Sheet 2A of our construction plans. The proposed frontage road at present will serve only one house. Any future adjustment or repair, as may be required, can be accomplished by an open cut as long as one way traffic is maintained on the frontage road.

It is, therefore, our opinion that no adjustment of the gas line is required to accommodate the State's proposed construction.

If further information or assistance is required, please contact Mr. H. M. Fillmore, P. O. Box 850, LaGrande, Oregon 97850, telephone 963-3177.

NOTED
JOHNSON

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
MAY 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:dl
cc: A. E. Johnson
H. S. Coulter
H. M. Fillmore
Resident Engineer

RECEIVED
MAY 5 - 1971
[illegible]

I-80N-6(47)265
7566

May 5, 1971

Hughes and Ladd
and Hughes and Ladd, Inc.
Box 756
Redding, California 96001

Gentlemen:

The State Highway Commission on May 4 awarded to you State Highway Contract No. 7566 in the amount of $6,571,306.50 on the La Grande-Ladd Canyon Section of the Old Oregon Trail in Union County.

Contract forms will be sent to you for execution within the next few days.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of "....the number of trainees to be trained in each selected classification ...." before you can commence construction. This shall be accomplished at the pre-construction conference and no work can be started until this matter is resolved.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
cc Frank Morgan
I. D. Marchant
H. S. Coulter
John Hagedorn
Wm. Geibel (SAIF)

REC
MAY 5 -
FOR

I-80N-6(47)265
7566

May 5, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of May 3, 1971, is requested in the award of contract for the La Grande-Ladd Canyon Section, Project No. I-80N-6(47)265.

The contractor receiving the award is Hughes and Ladd & Hughes and Ladd, Inc., in the amount of $6,571,306.50 with Contract No. 7566 assigned. This bid was received on April 30, 1971, and awarded May 4, 1971.

All right-of-way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with Par. 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendum to the plans and proposal for this project before the bid opening date.

Federal Highway
Administration endorsement.

Date______________________
I concur in the award.

R. E. Simpson
Division Engineer

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

FORM E-30 (REV.
MAY 5 - 1971

FOR FILING

I-80N-6(47)265
7566

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1971

SUBJECT: LaGrande-Ladd Canyon Section
Project No. I-80N-6(47)265
Union County

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

As you requested, the following is our breakdown of the estimate at the bid letting for General Excavation, Bid Item 8, on the LaGrande-Ladd Canyon job.

Estimated price $0.70 per cubic yard.

	Percentage	Unit Price	Amount	
Common	35.5	$0.45	$0.160	
Intermediate	39.7	0.65	0.258	
Solid	24.8	1.10	0.273	
		Total	$0.691	say $0.70

The final estimate was made from preliminary plans with a General Excavation net quantity of 822,000 cubic yards. The 133,000 cubic yard quantity in the rock cut at the easterly end of the project which was offered as a prospective materials source was not shown on our estimating plans. This rock quantity was excluded from our estimate.

In the estimator's opinion, the unit prices on each class of material could be increased due to the landslides, wet material, traffic, and rock slopes. He now believes the following values are more reasonable for the 955,000 cubic yards net General Excavation item:

	Percentage	Unit Price	Amount	
Common	31.1	$0.55	$0.174	
Intermediate	33.8	0.75	0.253	
Solid	35.1	1.25	0.439	
		Total	$0.863	say $0.88 per cu. yd.

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

SP*52475-734

The contractor may have unbalanced his bid for General Excavation to $1.25 per cubic yard because he is reasonably certain that the net quantity, at least, will be moved under the contract. Because the swell factor for material in the rock cuts is low, he may not move much embankment in place material (for which his bid was $0.70 per cubic yard, $0.20 under our estimate). Further, 1/4:1 rock cuts are shown on this job which are similar in design to the rock cuts on his Bubbs Ranch-Weatherby job. He therefore may be anticipating an overrun in the General Excavation item due to rock slides.

F. D. Morgan
Construction Engineer

By Edgar L Johnsen

Edgar L. Johnsen
Special Studies & Chief Cost Engineer

ELJ:fw

cc F. D. Morgan

RECEIVED
MAY 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORM 6-20 (REV. 10-61)
APR 27 1971
FOR FILING

I-80N-[illegible]
7566

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1971

To: F. W. Yarbrough
Soils & Geology Engineer
OFFICE

SUBJECT: Seismic Investigation
La Grande-Ladd Canyon
Old Oregon Trail - I-80N
Union County

At the request of H. S. Coulter, Region 5 Engineer, the above investigation was recently completed. The results are shown on the accompanying sheets of drawings. It is to be noted that the problem that was encountered at Rattle Snake Springs Cut will not occur here since the materials are entirely different.

With the exception of Seismic Lines 2 and 3, the materials with the higher velocity should stand on the steeper slopes. In any event, the slopes like the ones in the existing cuts should hold except those in the slide areas.

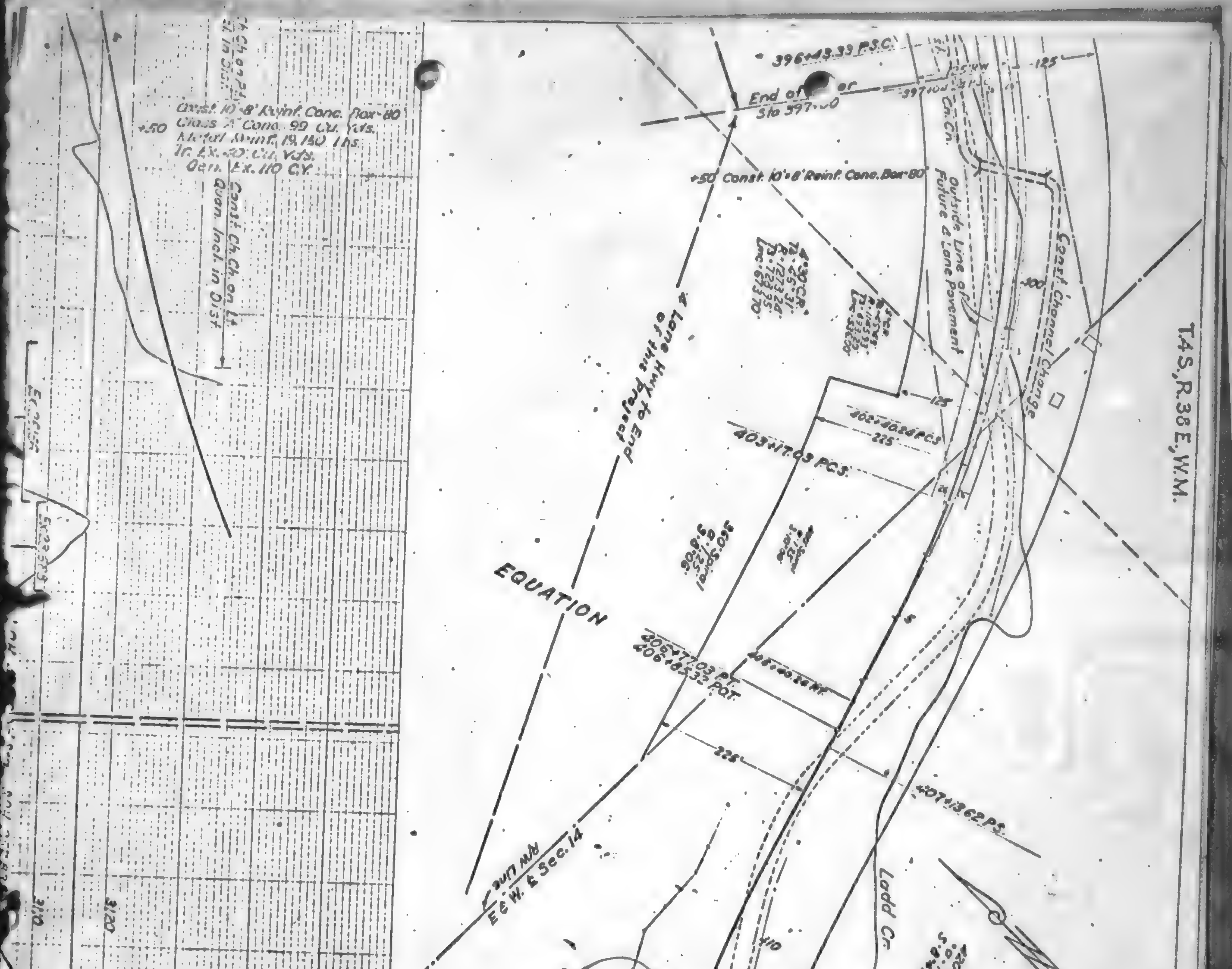
William P. Milne
W. P. Milne
Geologist

John F. Demezas
J. F. Demezas
Geologist

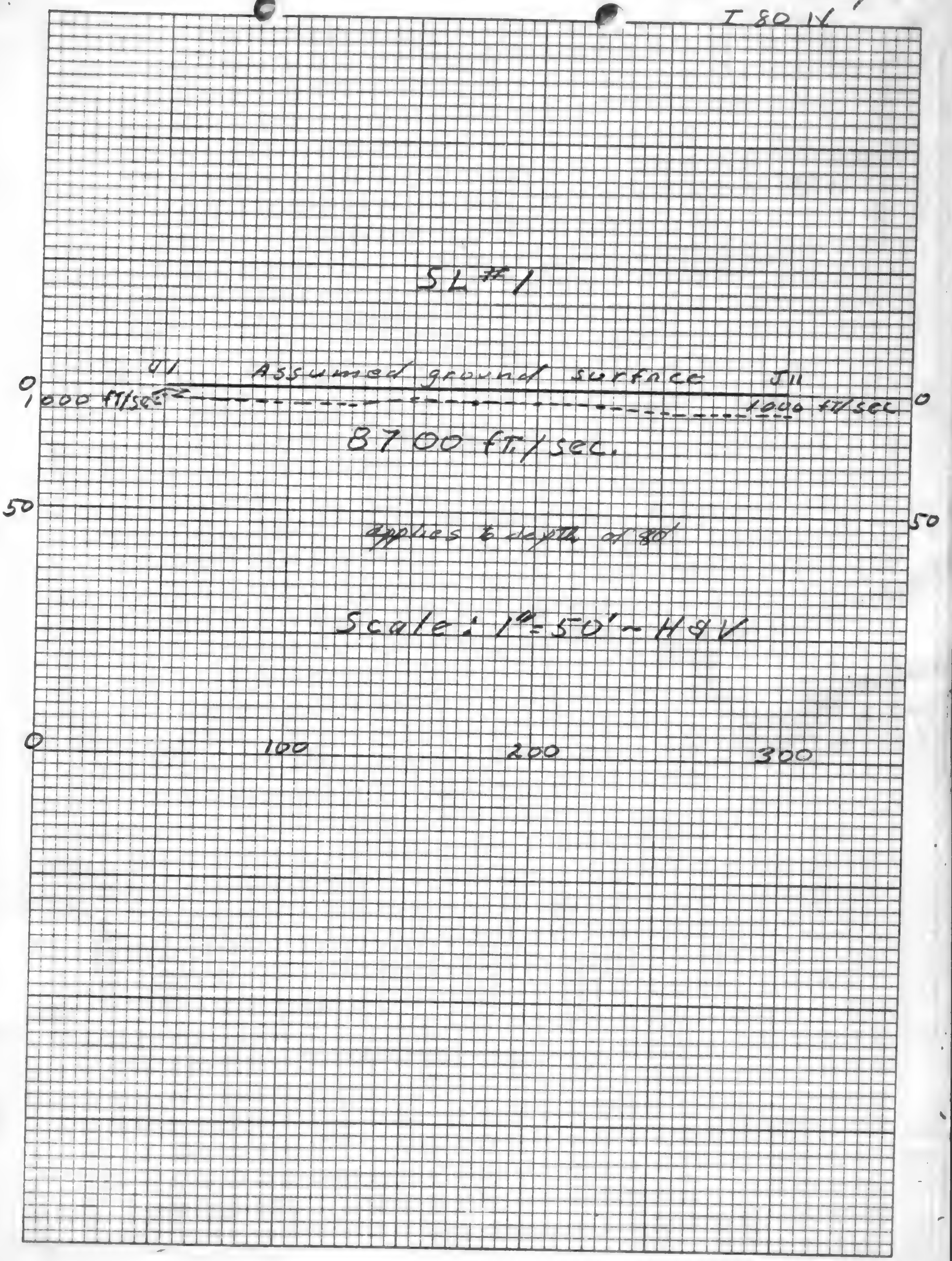
WPM:af

cc: L. H. Young Att: W. H. Tebeau
Ed Hall
H. S. Coulter
Ed Johnsen
Vern Moore

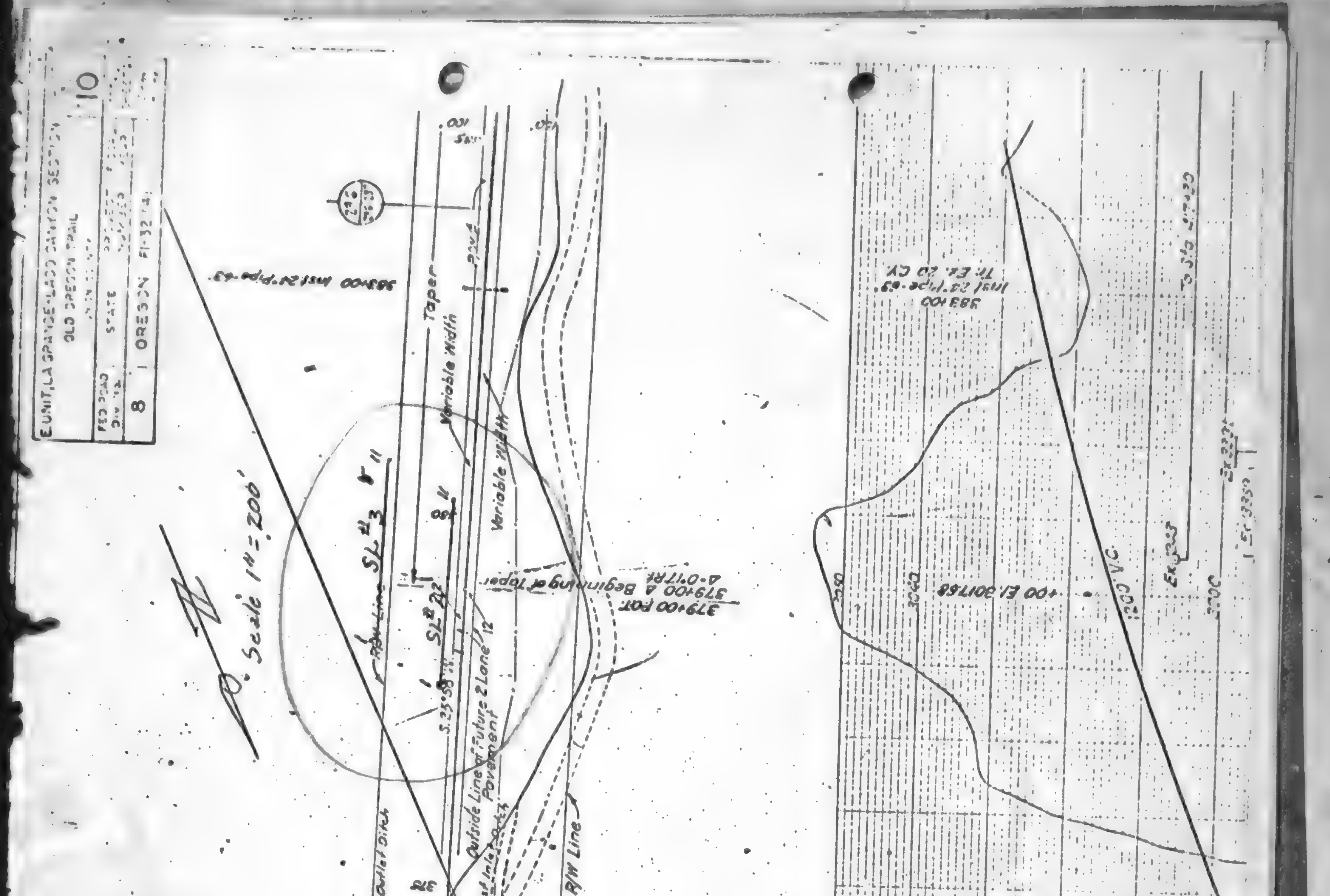
NOTED
W. H. TEBEAU


T.4S., R.38 E., W.M.
396+43.33 P.S.C.
End of Bar
Sta 397+00
397+00
-125
Ch. Ch.
+50 Const. 10'×8' Reinf. Conc. Box-80'
Outside Line of Future 4 Lane Pavement
Const. Channel Change
300
4°30' C.R.
403+10.24 P.C.S.
403+17.03 P.C.S.
225'
125
EQUATION
406+17.03 P.T.
406+18.53 P.O.T.
406+26.26 P.T.
225'
407+13.62 P.S.
Ladd Cr.
℄ Long Hwy to End of this Project
R/W Line
E & W ¼ Sec. 14
410
411+33.62 P.S.C.
Center Sec. 14
R/W Line
125'
450'
225'
Scale 1" = 200'
Const. 10'×8' Reinf. Conc. Box-80'
Class "A" Conc. 99 Cu. Yds.
Metal Reinf. 19,150 Lbs.
Tr. Ex. 30 Cu. Yds.
Gen. Ex. 110 C.Y.
+50
Const. Ch. Ch. on Lt.
Quan. Incl. in Dist.
3110
3120
+600
E UMT. LA GRANDE-LADD CANYON SECTION
OLD OREGON TRAIL
FED. ROAD DIV. NO. 8
STATE OREGON
F-321(4)
11
44-1131-1

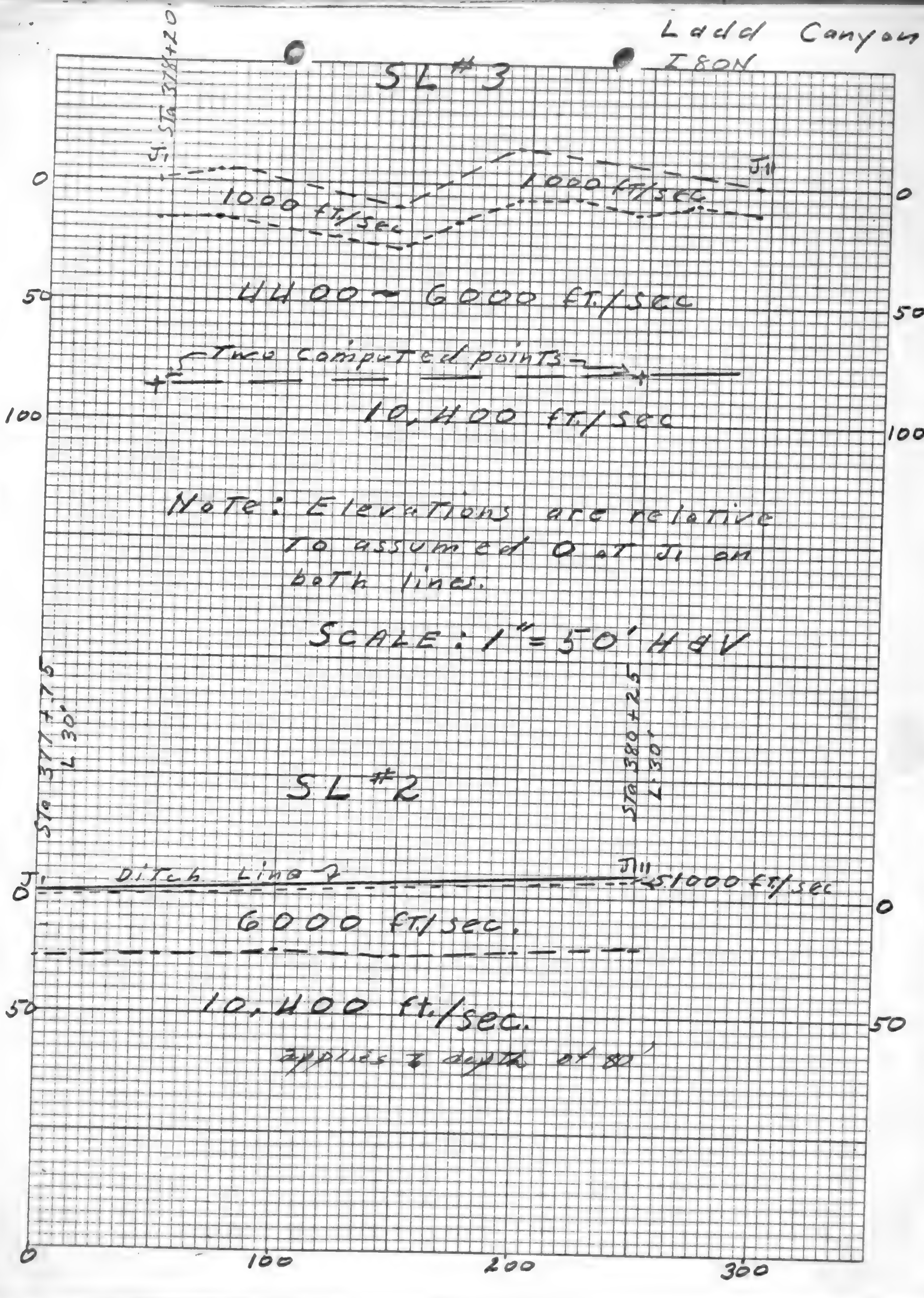
Ladd Canyon
I 80 N


SL#1
0
J1
Assumed ground surface
J11
1000 ft/sec
0
1000 ft/sec
8700 ft./sec.
50
~~applies to depth of 80'~~
50
Scale: 1" = 50' – H & V
0
100
200
300

CLEARPRINT PAPER CO. NO. C1230. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS.
CLEARPRINT CHART
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015


E UNIT, LA GRANDE-LADD CANYON SECTION
OLD OREGON TRAIL
FED. ROAD DIV. NO.
8
STATE
OREGON
10
T.4 S., R.38 E., W.M.
Scale 1"=200'
383+00 Inst 24" Pipe-63
Taper
Variable Width
Variable Width
379+00 POT 4-01' RT. Beginning of Taper
SL #3
SL #2
Outside Line of Future 2 Lane Pavement
Const. Outlet Ditch
Const. Inlet Ditch
R/W Line
375
+09 Const. 10'x8' Reinf. Conc. Box-80'
372+00 Const. Road Appr. on Lt.
Branch
370
368+96.24 PT
365
Road
11
12
13
14
383+00 Inst 24" Pipe-63 Tr. Ex. 20 C.Y.
+00 El 3017.68
1200' V.C.
+09 Const. 10'x8' Reinf. Conc. Box-80'
Class X Conc. 99 Cu. Yds.
Metal Reinf. 19,150 Lbs.
Tr. Ex. 40 Cu Yds.
Gen. Ex. 80 C.Y.
Const. Inlet & Outlet Ditches
P.V.C. 400
372+00 Const. Road Appr. on Lt.
3040
3050

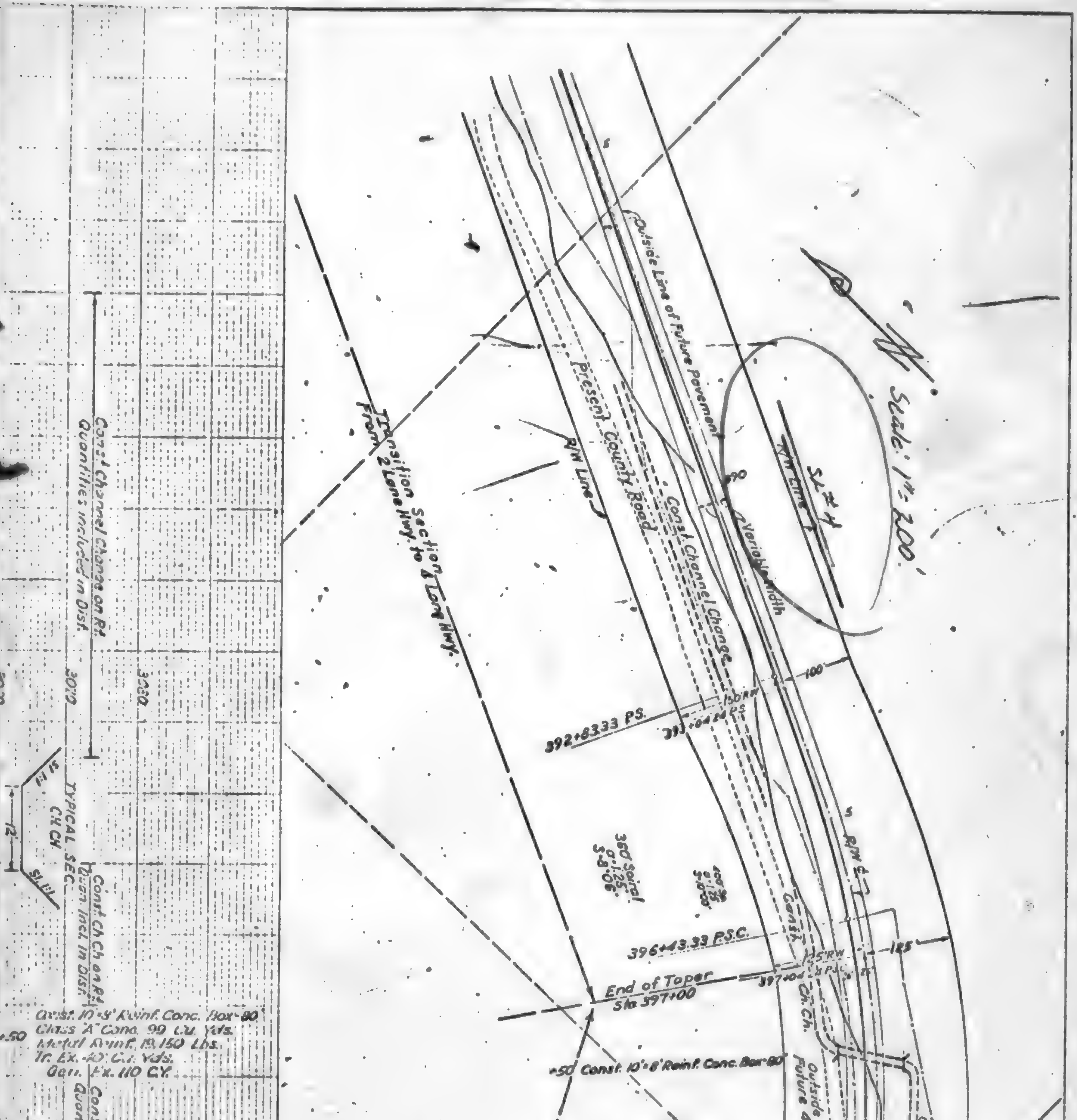
Ladd Canyon
I 80N



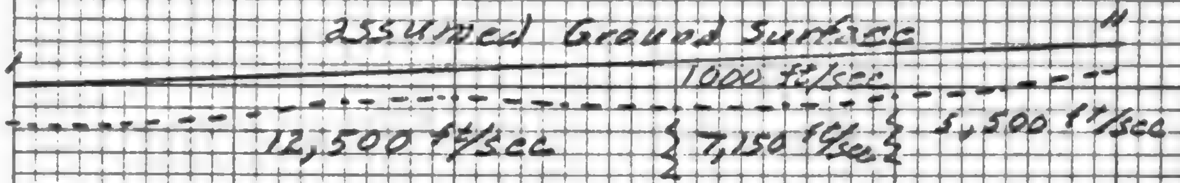
Note: Elevations are relative to assumed 0 at J1 on both lines.

SCALE: 1" = 50' H & V

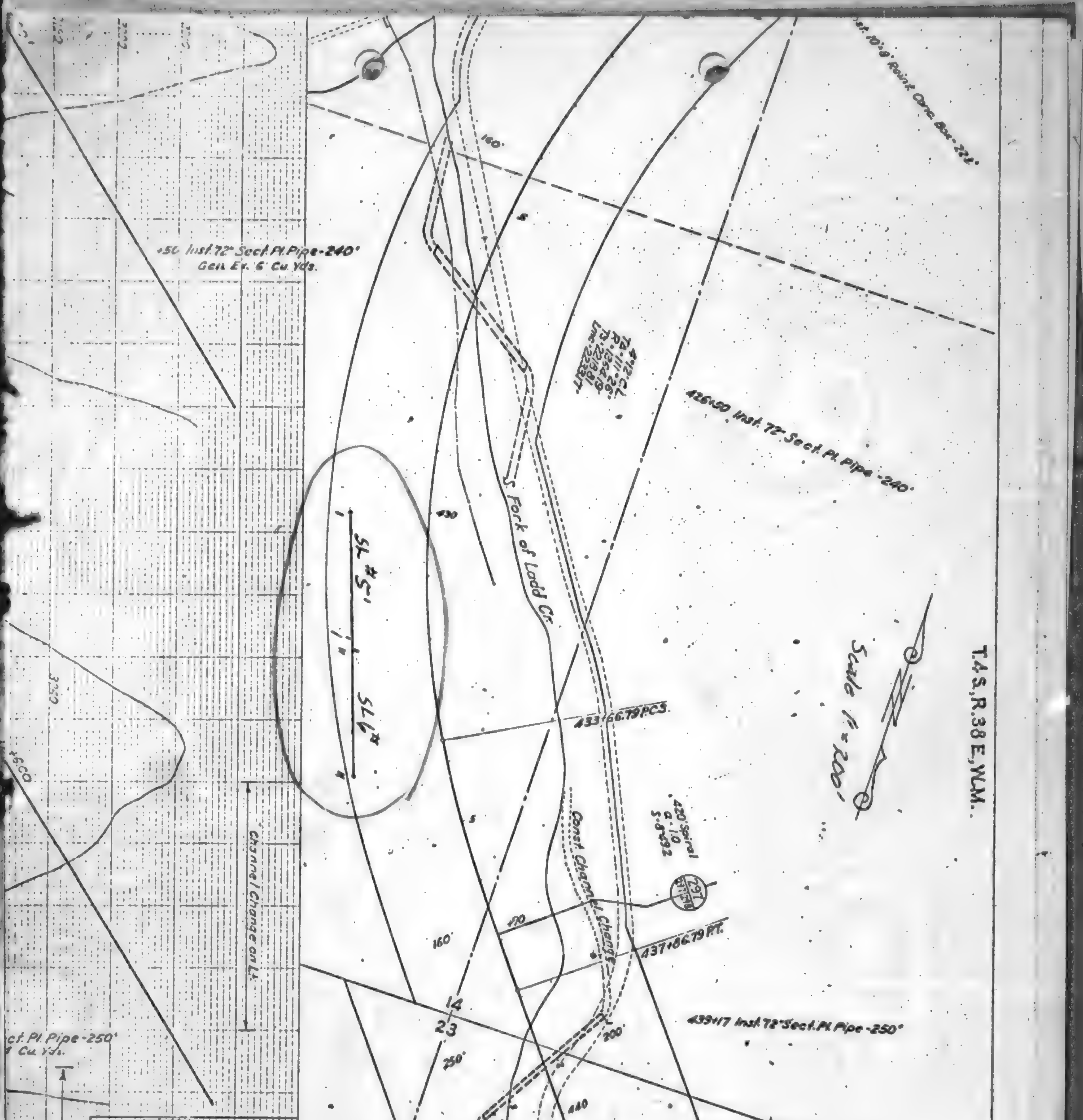
SL#3
Sta 378+20
J1
J11
1000 ft/sec
1000 ft/sec
4400 – 6000 ft./sec
Two computed points
10,400 ft./sec
Sta 377+75 L 30'
Sta 380+25 L 30'
SL#2
J1
Ditch Line
J11
5100 ft/sec
6000 ft/sec.
10,400 ft./sec.
applies to depth of 80'
0
50
100
0
50
100
0
50
0
50
0
100
200
300


Scale: 1" = 200'
SL#4
T.4S, R.38E, W.M.
Transition Section From 2 Lane Hwy. to 4 Lane Hwy.
R/W Line
R/W Line
Outside Line of Future Pavement
Present County Road
Const. Channel Change
Variable Width
392+83.33 P.S.
393+04.24 P.S.
150' R/W
100'
350 Spiral a: 1.75 S: 8°06'
396+43.33 P.S.C.
125
End of Taper Sta 397+00
+50 Const. 10'×8' Reinf. Conc. Box-80'
Const. Ch. Ch.
Outside Line of Future 4 Lane Pavement
Const. Channel Change
400
4°30' C.R. Δ: 26°31' R: 1273.24 T: 300.05 L: 673.70
402+40.86 P.C.S.
403+17.03 P.C.S.
225
4 Lane Hwy to End of this Project
Const. Channel Change on Rt. Quantities included in Dist.
3010
3020
Const. Ch. Ch. on Rt. Quan. incl. in Dist.
TYPICAL SEC. CH. CH.
12'
1½:1
+50 Const. 10'×8' Reinf. Conc. Box-80'
Class "A" Conc. 99 Cu. Yds.
Metal Reinf. 13,150 Lbs.
Tr. Ex. 40 Cu. Yds.
Gen. Ex. 110 C.Y.
Const. Ch. Ch. on Lt. Quan. Incl. in Dist.

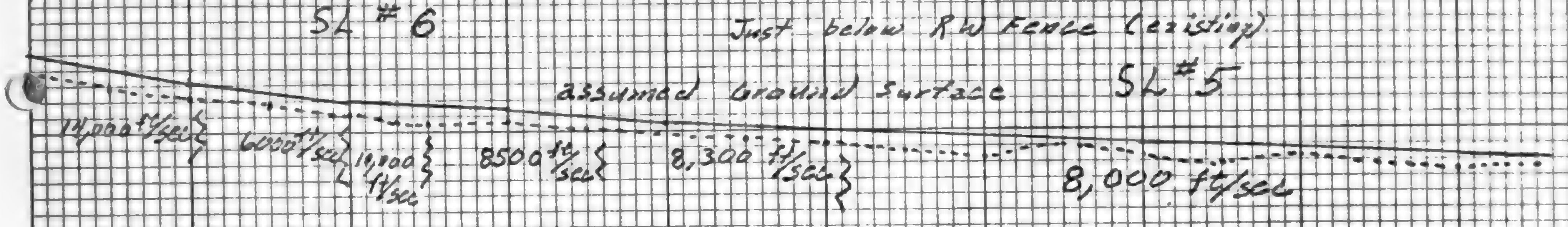
Just above R.W. Fence (existing)
SL #4


assumed Ground Surface
1
4
1000 ft/sec
12,500 ft/sec
7,150 ft/sec
5,500 ft/sec

Scale: 1" = 50' H & V
applies to depth of 80'


T.4S.,R.38E.,W.M.
Scale 1" = 200'
S. Fork of Ladd Cr.
SL #5
SL #6
+50 Inst. 72" Sect. Pl. Pipe - 240'
Gen. Ex. 6 Cu. Yds.
426+50 Inst. 72" Sect. Pl. Pipe - 240'
433+66.79 P.C.S.
437+86.79 P.T.
439+17 Inst. 72" Sect. Pl. Pipe - 250'
ct. Pl. Pipe - 250'
Cu. Yds.
420' Spiral
a = 1.0
S = 8°02'
297
Const. Channel Change
Channel Change on Lt.
Present County Road
S 35° 20' E
st. 10'x8' Point Conc. Box - 223'
T.4S. R.38E. 12-C.L. 1111.26 1254.19 P.3. 2219.81 Line 2233.17
14
23
160'
200'
250'
430
440
+70
3250
3300
End of Cut
3226.5
3220
3230
3250
3252
3270
Typ. Sect. Ch. Ch.
Sta. 0+00 - 1+00
Sta. 10+00 - 18+25
12'
Channel Change
PR
CHAN

CLEARPRINT PAPER CO. NO. C3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS. PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1018
CLEARPRINT CHARTS


SL #6
Just below RW Fence (existing)
assumed ground surface
SL #5
14,000 ft/sec
6000 ft/sec
10,000 ft/sec
8500 ft/sec
8,300 ft/sec
8,000 ft/sec

Viewed from "CL" looking Rt into cut

Scale 1" = 50' H & V
applies to depth 80'

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APR 20 1971
FOR FILING

(REV. 3-67)

U.S. DEPART OF T ORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TER OF APPROVAL AND/OR AUTHORIZATION

4-13-71

AL AID PROJECT: 1-80N-6(47)265

STATE PROJECT NO.: LaGrande-Ladd Canyon Sect.

COUNTY NAME: Umatilla

PROGRAM STAGE (Check): ☐ 1 ☒ 2

FROM:
R. E. Simpson, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 1-647

TO:
I-80NF6(47)265
007566

Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

CY Edw 4-19-71
Young 4-19-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
April 7, 1971	April 7, 1971	Interstate Route 80N
		STATE ROUTE NUMBER State Route 6

LIMITS OF AUTHORITY

After concurrence in award you are authorized to proceed with contractor's flagging in the amount of $40,000.00; on the job training in the amount of $5,600.00 and temporary erosion control in the amount of $25,000.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

Contractor's Flagging	$40,000.00
On the Job Training	5,600.00
Temporary Erosion Control	$25,000.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Young's April 2, 1971 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

This authorization is conditioned on your furnishing, prior to request for concurrence in award, a certification that all necessary arrangements have been made for the relocation of all utility facilities in conflict with the highway construction.

NOTED
[illegible]

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APR 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE: 4-13-71

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Engineer

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
MAY 4 - 1971
FILING

I-80N-6(47)265
756 6

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: April 12, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon
for

Johnson

SUBJECT: Oregon Project I-80N-6(47)265
La Grande - Ladd Canyon
Bridge #13499

Drawing 27111 submitted with your March 25 letter is approved.

NOTED
A. E. JOHNSON

Orig to Merchant
4-14-71

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APR 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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MAR 31 1971
FOR FILING

Const
a/t
Old Ore Tr

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 25, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Mr. Simpson:

LaGrande-Ladd Canyon Section
Old Oregon Trail Highway
Union County
Frontage Road Bridge over Ladd Creek
Bridge No. 13499

Attached are two prints of Drawing No. 27111, which is the detailed plan for subject structure.

This short slab span bridge is to be constructed at "FR" Station 325+82 rather than the double 7 1/2' x 6' culvert originally planned for this location. The structure which spans the natural channel is much superior to a double box culvert which is subject to the hang-up of debris on the center wall. The estimated cost of the structure is approximately the same as for the double box culvert.

We are sending these prints for your review and comments. This project is scheduled for the April 29, 1971 letting date.

Also attached are two copies of the design data.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Bridge Design Engineer

LLW/ag (Attachments)
cc: A. E. Johnson
V. Skoog
L. H. Young

RECEIVED
MAR 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

APR 15 1971

I-80N-6(47) 265
7566

Salem, Oregon
April 12, 1971

H. S. Coulter
Region Engineer
La Grande

La Grande-Ladd Canyon Section
Old Oregon Trail Highway
Union County
Plan for Slope Indicators in Slide Cuts
Proposed by Fred Yarbrough

The suggestion to install slope indicators behind the cut excavations in the Upper Slides before construction proceeds on the subject section has been further recommended by Tom Edwards and Fred Klaboe.

Three slope indicators should be installed between stations 452 and 459, and two more should be installed between stations 465 and 469, on 200 to 250-foot spacing. The bottoms of the casings should be drilled into the lower layer of lava rock indicated at 82-feet depth in hole #5 of the August, 1965 explorations; or to similar elevation where the lava is not present.

The slope indicators should be located in the top of the cut as close as can be tolerated with the Contractor's operation. A barrier such as a timber crib should be placed around the top of the holes as protection from disturbance by construction equipment.

Arrangements should be made to rent a measuring instrument before the casings are installed to insure that casing is selected which will be compatible with the instrument obtained. The advantage of renting an instrument rather than buying one is that the dealer will maintain the instrument and it will be equipped with the latest design improvements. Slope Indicator Co., 3668 Albion Place North, Seattle, Washington, is one of the most convenient suppliers. If they are unable to furnish a system which can be installed in an NX-size casing, other suppliers should be contacted who can.

At least two slope indicators should also be installed behind the cut in the Lower Slide around station 380 as suggested by Yarbrough and Johnsen. These should be planned to a depth at least 1/5 the height of cut below grade. Additional depth may be suggested by the information obtained from drilling the holes and the seismic exploration.

L. H. Young
Program & Planning Engineer
by ORIGINAL SIGNED BY
W. H. Tebeau

W. H. Tebeau
Asst. Program & Planning Engineer

WHT:FWY:af

cc: Tom Edwards
E. L. Johnsen
F. W. Yarbrough
Vern Moore

RECEIVED
APR 8 - 1971
FOR FILING

-80N+6(47)265
7566

Salem, Oregon
April 8, 1971

Mr. H. S. Coulter
Regional Engineer

LA GRANDE

La Grande-Ladd Canyon Section
Old Oregon Trail Highway
Union County

Design for Control of Upper Slides
Stations 453 - 459 & 465 - 469

During a review with Tom Edwards and Fred Klaboe concerning the design for controlling the subject slides, it was agreed that the following should be accomplished by the Regional office.

1. Obtain information from highway personnel (former and present) who have had first-hand experience in the maintenance of these slides since the last corrective measure was done circa 1957. Information desired is the status of the stability of these slides which should include a report on any movements with respect to the highway roadbed that may have occurred since the 1957 work, the dates of such occurrences, and the remedial action taken; if the slides have stabilized, the report should include the approximate length of time that no movement had been observed with respect to the highway roadbed.

   It may be that the following individuals can assist you in obtaining this information:

   A. F. Parson, G. A. Starkey, Jack Hiatt, Frank Burnett, M. M. Stump, C. T. Keasey, add L. H. Young.

   Time is of the essence and this information should be obtained as soon as possible.

2. Install slope indicators behind the cuts before any excavation begins. The indicators should extend to bedrock in accordance with a plan to be determined by Fred Yarbrough. The installation of the indicators and the monitoring of them during construction is to be done in accordance with instructions from Ed Johnsen.

L. H. Young
Program and Planning Engineer
ORIGINAL SIGNED BY
By W. H. Tebeau

W. H. Tebeau
Asst. Program & Planning Engineer

WHT:lm

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
Frank Hall
F. D. Morgan
Ed Johnsen
Fred Yarbrough

3-31-71

TRANSACTION NUMBER 4-3

RM PR-48
EV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 3-31-71
BY (Signature): Mr. Young's March 23, 1971 letter
TITLE: Program & Planning Engineer

CLASS OF FEDERAL FUNDS ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

AGE 1* EM NOS. ____ THRU ____
STAGE 2 ITEM NOS. 638 THRU ____

TEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
38	I-80N-6(47)265	6.59	6,000,000	5,535,000	**Location**: LaGrande-Ladd Canyon Section **Work**: Grade, Drain, High Type Pavement, 3 structures

Young 4-6-71

NOTED
TOM EDWARDS

ARKS (DIVISION)

RECEIVED
APR 7 - 1971
FOR FILING

I-80N-(47)265
7546

NOTED
F. B. KLABOE

RECEIVED
APR 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
ATE	SIGNATURE AND TITLE	DATE 3-31-71	SIGNATURE AND TITLE R. E. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
MAR 31 1971

FOR FILING

I-80N-6(47)265
7566

SP*82503-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 30, 1971

SUBJECT: Relocation of Historical Marker
Ladd Canyon Rest Area
Grande Ronde Valley

To: L. H. Young
Programing and Planning Engr.
BUILDING

On the current construction schedule the La Grande-Ladd Canyon Section is listed for bid opening on April 29, 1971. It is understood that a portion of the work to be done under this contract will involve the Ladd Canyon Rest Area, and further, that this work will require the removal of an existing historical sign.

The removal of the historical sign, its storage and its reinstallation should be a charge to the construction contract as an extra work item. I have checked with Dick Nichols, the Federal Highway Administration Area Engineer for this project, and he has indicated that the work of removal and reinstallation will be eligible for participation under the project.

If the sign needs refurbishing while construction is progressing, it would be the responsibility of the State to perform this work. The estimated cost of removal, storage and reinstallation is $2,000. The main purpose of this letter is to have the matter on record in order that an extra work order can be initiated by the Regional Office at the appropriate time. The location of the sign within the new rest area is a proper matter for Mr. Olson to consider.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Operations Engineer

LEG:mk

cc: F. B. Klaboe ✓
H. S. Coulter
Roy Olson
C. G. Swensen
J. J. Gix

NO
F. B. KLABOE

RECEIVED
MAR 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ECEIVED
MAR 30 1971

FOR FILING

80N-6(47) -265
7566

March 23, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Interstate Project, Item No. 638, Project No. I-80N-6(47)265, La Grande-Ladd Canyon Section, which we desire to have included in the Federal-Aid Interstate Program.

This project is being programmed at this time for the purpose of offsetting unemployment, in accordance with the provisions of IM 21-1-71, within Oregon's Administrative District 13.

State and District Clearinghouse review of this project is not required under the provisions of paragraph 2 (b) of IM 50-1-70, per FHWA memorandum of February 19, 1970, as a substantial amount of right of way was acquired prior to September 30, 1969.

It is our present intention to receive bids for this project on or before April 29, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.
JG:dg

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	Rev. 3-29-71

FEDERAL - AID PROG

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE	YEAR
2	1	I-80N 2.0 mi. S.E. of La Grande S. 6.59 mi.	**ADT**	3,500	5,600	91
	(19) (20)	21			(66) (70)	(71) (72)

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR
3	Gr., Dr., H.T. Pave., 3 Str.							
	26 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)

CARD		
4	CLASS OF FEDERAL FUNDS: Interstate	COUNTY NAME: Union
	NAME OF URBAN AREA 17-31	ROUTE NO. I FEDERAL - AID I-80N

ESTIMATED PROJECT COST B

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-80N 2.0 mi. S.E. of La Grande S. 6.59 mi.			
5					**ROW**					
5					**CONST** (CODE)		(La Grande-Ladd Canyon Section)	6.59	6,000,000	5,535,000

CARD	CODE	PREPARED BY	PROJECT TOTALS	6.59	6,000,000	5,535,000
1	1				(16) (23)	(24) (33)
1	14	PROGRAM APPROVAL DATES				

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ev. 3-29-71

ADT	PRESENT 3,500	FUTURE 5,600	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 042	ITEM NO. 638

GCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) I-	NUMBER 80-6	SEQ. NO. (47)	I. Projects Only POST MI. 265	DESIG. N

COUNTY NAME Union CODE 061

ROUTE NO. I FEDERAL-AID I-80N STATE 6 U.S. I-80N

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

ES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
59	6,000,000	5,535,000	465,000	
59	6,000,000	5,535,000	465,000	

CHARACTER OF PROPOSED WORK
(Full description)

Gr. & Dr. 4 - 12' lanes H.T. pave. with 10' R & 6' L shldrs., median var. (16' min. to 106' max.), 3 strs. (length 531'), rest area (ramps & parking only). 16' to 20' frontage rds.

ROW - 305' min.; Access control - full; Parking restrictions - complete.

REMARKS

Additional Data: Items 142-A, 142-B and 515; Projects I-80N-6(18)262, I-80N-6(28)262 and I-80N-6(33)262, respectively.

-over-

LA GRANDE-LADD CANYON SECTION

Corrected Copy

Remarks - continued

Project Data - The project consists of grading and draining four 12-foot lanes of high-type pavement with 10-foot right and 6-foot left shoulders and a variable median; 16-foot minimum, which will have the GM type barrier, to 106-foot maximum. Construction of one undercrossing , one overcrossing and one bridge as tabulated below under "Structures". Installation of traffic signs. Construction of eastbound and westbound rest area parking facilities including their on and off ramps (sanitary and convenience facilities by future project). Construct 16-foot to 20-foot frontage roads.

Note: The rest area's illumination, landscaping, sanitary and convenience facilities will be done under a separate project or projects in the future as "stage construction".

The requirements of PPM 20-8, IM 50-1-70 and Bureau of the Budget Circular A-95 complied with on this section of highway include all the elements necessary to complete the project even though the work is accomplished later under a separate contract.

Roadway: Type Code 7224; continuously reinforced portland cement concrete pavement with cement-treated base.

Structures:

M.P.	Description	Type Code	Est. Cost
0.00	Northerly End of Project		
2.75	Foot Hill Rd. Intchge.; Br. No. 9622; Hwy. under Hwy.; Prestressed Conc. Box Girder; Length 328'; H.C. 32'	X781	$180,000
3.61 (Lt.)	"FR" Line (Frontage Rd.); Br. No. 13499; Hwy. over Waterway; Prestressed Conc. Slab Span; Length 24'; H.C. 22'	X080	$ 13,000
5.36	Br. No. 9686; Hwy. over Hwy.; RCBG; Length 179'; H.C. 88'	X221	$316,000
	Str. Total Est. Cost		$509,000

Utilities: Right of way and adjustment programmed under I-80N-6(33)262.

Public Hearing: Held October 14, 1965

Design: Approved by FHWA memorandum of May 13, 1969.

State and District Clearinghouse Review: Exempt under paragraph 2(b) of IM 50-1-70, per FHWA memorandum of February 19, 1970, as a substantial amount of right of way was acquired prior to September 30, 1969.

Unusual Circumstances: It is the Highway Division's present intention to require 7 trainees, as set forth in FHWA Order, Interim 7-2(2), on this project.

1859

RECEIVED
MAR 26 1971
FOR FILE

**OREGON STATE
HIGHWAY DIVISION**

I-84N-6(112)265

HIGHWAY BUILDING • SALEM, OREGON • 97310

1566

MAR 18 1971

RECEIVED
FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture CB
Research
Engineering
Water Res.
Info-Ed.
Surveys

RECEIVED
MAR 25 1971
DESIGN SECTION

Staff
Swenson
R. Olson
Trout JT
Do Not File ☐
Keep ☐
Return To
Other

March 18, 1971

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Dear Sir:

Re: La Grande-Ladd Canyon Section
Old Oregon Trail Highway, Union County

To comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963, herewith preliminary plan sheets for the above project scheduled for contract letting April 29, 1971.

Your special attention and recommendations will be appreciated.

NOTED
F.B. KLABOE

Very truly yours,

R. L. Porter
State Highway Engineer

By Frank L Hall
Frank L. Hall
Design Engineer

cc's sent 3-25-71
F. B. Klaboe
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
H. S. Coulter (2)

S.N.R. 3-22-71

ENCL.

RECEIVED
MAR 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Dear Frank,

we will concur w/OGC's comments,

Burt Carnegie
Hydraulic Eng'r.

RECEIVED
MAR 22 1971
OR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I-80N-6(17)265
7564

March 18, 1971

Mr. John McKean
State Game Director
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

Attention: Mr. R. O. Koski

NOTED
F.B. KLABOE

Dear Sir:

Re: La Grande-Ladd Canyon Section
Old Oregon Trail Highway, Union County

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963, herewith preliminary plan sheets for the above project scheduled for contract letting April 29, 1971.

Your special attention and recommendations will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
FRANK L. HALL
Frank L. Hall
Design Engineer

Encl.

cc: ~~F. B. Klaboe~~
L. H. Young
W. J. Hart
C. G. Swensen
F. E. Terpin
W.H. Teabeau
H. S. Coulter (2)

RECEIVED
MAR 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I-80N-6(47)265
7566

March 12, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

NOTED
R. E. [illegible]

Dear Mr. Simpson:

LaGrande-Ladd Canyon Section
Old Oregon Trail Highway
Ladd Canyon Safety Rest Area
Union County

In the design of the above proposed safety rest area we are intending to use the same buildings as were used in the Baker Valley Rest Area.

The Baker Valley Rest Area was included in the Powder River-Baldock Slough Section Contract No. 7516 which was awarded on February 1, 1971.

The contract costs on the Baker Valley Rest Area buildings were $28,500 for each toilet building, $7,300 for the pump house and $2,300 for each information shelter.

Please give us your approval on the above proposal to use the Baker Valley building design at the Ladd Canyon Rest Area site.

It is proposed to open bids for this project on April 29, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

RECEIVED
MAR 12 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

DOC/ag
cc: A. E. Johnson
~~L. H. Young~~
V. E. Skoog

Form FHWA-121 (12-67)
UNITED STATES GOVER IENT

Memorandum

U.S. DEPA MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

I-8CN-1(47) I-5

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7566

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

DATE: January 29, 1971

In reply refer to: 08-35-EC

Klaboe

SUBJECT: Design Approval under PPM 20-8

Reference is made to Mr. Young's January 13 letter in which he discusses the above subject as it related to a list of 26 Federal-aid projects. With regard to the first point raised in that letter we concur that a design approval for the construction of a section of highway would include all the elements necessary to complete the improvement even though some may be accomplished later under separate contracts. This remains true, however, only if the elements involved are those normally associated with that type of improvement and the proposed improvement remains essentially the same as that originally approved.

We have examined our records for each of the 26 project sections listed in the above-mentioned letter and concur that either design approval has been given or the project had developed beyond design approval stage prior to the effective date of the current PPM 20-8, and no further action is required except as noted below.

In the North Tigard Interchange - South Tigard Interchange Section the area involving the North Tigard Interchange was excluded from design approval.

In addition major revisions under consideration at the Haines Road Interchange may require additional design approval.

2-2-71

REFERRED TO
Young
By Asst. State Hwy. Engr.

NOTED
TOM EDWARDS

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 15 1971
FOR FILES

I 80N-6(47)
7566

January 13, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Design approval was granted by the Federal Highway Administration for the following projects on the dates as listed; we hereby request your concurrence that this approval included landscaping and other minor work (such as lighting, signing, screening and sound barriers), although this work may be done by separate contract immediately following completion of construction and as financing permits.

The proposed work is stage construction required to complete the sections of highway as scheduled for construction and this anticipated future work is necessary to improve the esthetics, maintain safety standards and protect the environment.

We further request your concurrence that the requirements of PPM 20-8 were fulfilled in obtaining design approval for the following sections and that the above-mentioned work was included; consequently, no further action is required.

We also request your concurrence that, inasmuch as this work is considered stage construction and no additional right of way is required, the subject projects are exempt from State and Regional Clearinghouse review under paragraph 2b of IM 50-1-70.

We trust the included information is sufficient for you to grant the requested concurrences for the proposed projects.

Richland Interchange-S. Baker Interchange Section, Old Oregon Trail Highway, Baker County — Design approval received on May 13, 1969.

West Fremont Interchange (Unit 2) Section, Stadium Freeway, Multnomah County — Design approval concurred in letter of November 18, 1970.

E. Unit, Pendleton-Emigrant Hill Section, Old Oregon Trail Highway, Umatilla County — Design approval received April 7, 1969.

Columbia County Line-Burlington Section, Columbia River Highway — Design approval received November 17, 1969.

N.E. 60th Ave.-Cascade Highway Section, N.E. Portland Highway, Multnomah County — Design approval received May 27, 1970.

Hayesville Interchange-Battle Creek Section, Pacific Highway, Marion County — Design approval received March 26, 1970.

Jumpoff Joe Creek-Grants Pass Section, Pacific Highway, Josephine County — Design approval received Feb. 13, 1970.

Battle Creek-Talbot Road Section, Pacific Highway, Marion County — Design approval received February 13, 1970.

S. Tigard Interchange-East Portland Freeway Interchange Sec., Pacific Highway, Washington and Clackamas Counties — Design approval received August 9, 1970.

Jantzen Beach Interchange-Columbia Slough Bridge Section, Pacific Highway, Multnomah County — Design approvals received July 1, 1970 and August 31, 1970.

Park St.-Tolman Creek Road (Ashland) Section, Green Springs Highway, Jackson County — Design approval received May 15, 1970.

North Tigard Interchange-South Tigard Interchange Section, Pacific Highway, Multnomah and Washington Counties — Design approval received August 19, 1970.

Woodburn Interchange-Hayesville Interchange Section, Pacific Highway, Marion County — Design approval received September 2, 1970.

Garden Valley Road-Fairgrounds Interchange Section, Pacific Highway, Douglas County — Design approval received July 2, 1970.

South Medford Interchange-South Ashland Interchange Section, Pacific Highway, Jackson County — Design approval received October 26, 1970.

La Grande-Ladd Canyon Section, Old Oregon Trail Highway, Union County — Design approval received May 13, 1969.

Ladd Canyon Section, Old Oregon Trail Highway, Union County, Design approval received May 13, 1969.

Ladd Canyon-North Powder Section, Old Oregon Trail Highway, Union County — Design approval received May 13, 1969.

Olds Ferry-North Fork Jacobsen Gulch Section, Old Oregon Trail Highway, Malheur County — Design approval received May 20, 1969.

North Fork Jacobsen Gulch-North Ontario Interchange Section, Old Oregon Trail Highway, Malheur County — Design approval received May 20, 1969.

Forest Grove Section, Tualatin Valley Highway, Washington County — Design approval received July 28, 1969.

Chemawa Road-Hayesville Section, Pacific Highway East, Marion County — Design approval received December 1, 1969.

Rickreall-Independence Jct. Section, Willamina-Salem Highway, Polk County — Design approval received January 8, 1970.

Winston-Shady Section, Coos Bay-Roseburg Highway, Douglas County — Design approval received May 1, 1970.

Bend E.C.L.-Ward Road Section, Central Oregon Highway, Deschutes County — Design approval received August 13, 1970.

East Fremont Interchange Section (Units "A", "B", "C"), Stadium Freeway Highway, Multnomah County — Design approval concurred in and received April 16, 1969.

Attached for your convenience in identifying the project sections is a copy of our current Tentative Schedule of Contract Lettings.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

DAR:ia

cc: F. B. Klaboe
Frank Hall
R. W. Ellison
R. N. Chase
B. L. Gifford

RECEIVED
FEB 12 1971
FOR FILING

I-80N-6(47) 265
7566

Velda + Opal

19

1-7-71

Salem, Oregon
January 8, 1971

File 17090
R/W 11796

Mr. Earl Saling
Right of Way Office Manager

REC'D FOR FILING
JAN 11 1971

Attached for further handling are two fully executed copies of a Grant of Access to LaGrande Fruit Company covering the La Grande-Ladd Canyon Section of the Old Oregon Trail in Union County.

Floyd Query, Secretary

flm
Att.

FORM E-30

19

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
December 22, 1970

AGENDA
JAN 7 1971

SUBJECT: AGENDA ITEM 1g
January 5
Commission Meeting
File 17090 - Inland
Radio Incorporated
LaGrande - Ladd Canyon
Section
Old Oregon Trail Highway
Union County

To: Mr. Floyd Query
Secretary

SECRETARY

Please place on the agenda of the January 5 meeting the matter of a grant of access to LaGrande Fruit Company.

A request has been made for one unrestricted 35 foot point of access on the westerly side of the relocated Old Oregon Trail Highway near the east city limits of LaGrande to provide access to a warehouse. Consideration for granting this access will be $408.

Please return the original and one copy of the fully-executed instrument to this office for further handling.

The Federal Highway Administration approved this matter on September 21, 1970.

D H Moehring
D. H. Moehring
Right of Way Engineer

j
Attachments [3] - To follow
cc Tom Edwards

A.
2 COPIES TO
BE SIGNED
By Commission

RECEIVED
OCT 9 - 1969

1859

OREGON STATE
HIGHWAY DEPARTMENT

I-80N-6(47)265
7566

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 3, 1969

Mr. A. V. Meyers
Chief, Lands Section
Oregon Game Division
1634 SW Alder Street
Portland, Oregon

Re: Interstate 80-N
LaGrande
LaGrande-Ladd Canyon
Ladd Canyon
Ladd Canyon-North Powder
North Powder-Baker

Dear Mr. Meyers:

Enclosed are prints of subject sections we discussed by telephone showing highway borrow needs that could be taken from pits on property furnished by the Oregon Game Division in line with Bureau of Public Roads approved multi-use concept.

To be eligible the borrow areas must be in a location that would not add greatly to the cost of embankment in place. No definite limit of extra cost has been defined and it is difficult to determine what cost factors are involved until sites suitable for game management have been selected.

It is suggested that you contact Mr. Scott Coulter, Division Engineer in LaGrande, after you have made preliminary evaluation of the projects. We have asked him to give you any assistance you may need in selecting suitable sites. Any assistance you may need from this office is also offered.

Yours very truly,

D. J. BARBEE
Design Engineer

By ORIGINAL SIGNED BY
FRANK L. HALL

FRANK L. HALL
Assistant Design Engineer

RECEIVED
OCT 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FLH/bdr
cc: F. R. Klaboe
Scott Coulter

Enc.

RECEIVED
MAY [illegible] 1969

A-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: May 13, 1969

In reply refer to: 08-35-EC/400.1

Copy 'No Hearing' file

KLABOE

I-80N-6(17)265

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7566

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Public Hearing Status and Design Approval
LaGrande - S. Baker Interchange
Old Oregon Trail Highway
Union and Baker Counties

I concur that additional hearings are not required for the following projects:

1. I-80N-6( )258 LaGrande Section
2. I-80N-6( )265 LaGrande - Ladd Canyon Section
3. I-80N-6( )271 Ladd Canyon Section
4. I-80N-6( )275 Ladd Canyon - North Powder Section
5. I-80N-7( )284 North Powder - S. Baker Interchange Section

This determination is based on the information included in Mr. Young's April 28, 1969 letter.

The design approvals previously given are considered to constitute design approval as required by Paragraph 10 of PPM 20-8 and therefore no further approval action is required at this time.

5-15-69

REFERRED TO
Young
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
MAY 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

April [illegible], 1969

Mr. R. F. [illegible]
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

La Grande-N. Powder Interchange
Old Oregon Trail Highway
Union and Baker Counties

Dear Sir:

We hereby request your concurrence that additional hearings are not required and we further request your design approval for the following listed projects:

(1) La Grande Section - I-80N-6( )2[illegible]
  a. Hearing held - January 27, 1966
  b. Right of way purchased - 10[illegible]
  c. Preliminary engineering authorized - all phases
  d. Throughway agreement signed - July 24, 1967
  e. Interchange layouts approved - yes
  f. Preliminary plans furnished - March 8, 1967

(2) La Grande-Ladd Canyon Section - I-80N-6( )2[illegible]
  a. Hearing held - October 14, 1965
  b. Right of way purchased - [illegible]
  c. Preliminary engineering authorized - all phases
  d. Throughway agreement signed - December 16, 1968
  e. Interchange layouts approved - yes
  f. Preliminary plans furnished - July 27, 1967

(3) Ladd Canyon Section - I-80N-6( )271
  a. Hearing held - October 14, 1965
  b. Right of way - none acquired
  c. Preliminary engineering authorized - all phases
  d. Throughway agreement submitted to the county.
  e. Interchange layouts approved - yes
  f. Preliminary plans - 75% complete

Mr. [illegible] Thomas
April [illegible], 196[illegible]
Page [illegible]

(4) Ladd [illegible]-North [illegible] Section - I-[illegible]( )77
- a. Hearing held - October [illegible], 19[illegible]
- b. Right of way - [illegible] acquired
- c. Preliminary engineering authorized - all phases
- d. Three party agreement submitted to the county.
- e. Interchange [illegible] approved - yes
- f. Preliminary plans - [illegible] complete

(5) North [illegible] Interchange Section - I-[illegible]( )2[illegible]
- a. Hearing held - June [illegible], 19[illegible]
- b. Right of way - all authorized, [illegible] purchased
- c. Preliminary engineering authorized - all phases
- d. Three party agreement submitted to the county.
- e. Three party agreement signed by City - January [illegible], 19[illegible]
- f. Interchange [illegible] approved - yes
- g. Preliminary plans - [illegible] complete

We believe it is evident from the foregoing facts that the projects had progressed by January [illegible], 19[illegible] beyond the point where you would have given design approval if we had been operating under the provisions of [illegible]. Since these actions took place while [illegible](1) was in effect, and its requirements were complied with, we are of the opinion that additional hearings are not required.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

[illegible] Young
Program and Planning Engineer

DAR:jb

cc: F. B. Klaboe
D. J. Barber
R. W. Ellison
B. L. Gifford
R. N. Chase

1-3-69

RECEIVED
JAN 13 1969

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: I-80N-6(33)262

SECTION: LaGrande - Ladd Canyon Sec.

WORK : Utility Adjustment

COUNTY : Union

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

I-80N-6(47)2
7566

Klabe

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

DATE PS&E APPROVED: - - -

DATE AUTHORIZED: 1-3-69

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

○ CONSTRUCTION - ADVERTISE FOR BIDS.
○ RIGHT OF WAY.
○ OTHER (SPECIFY).
☒ UTILITY ADJUSTMENT.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

We approve the agreement with Pacific Northwest Bell Company Utility Company consisting of your October 4, 1968 Utilities and Railroad Attorney's letter, the December 6, 1968 Utility's letter and the plans and estimate furnished by Mr. Litchfield's December 17, 1968 letter.

Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is satisfactory providing the appropriate Civil Rights clauses are included.

Reimbursement on an actual cost basis estimated to be $4,086 is approved.

Receipt of Mr. Gerlach's April 9 1968 affidavit of the company's property rights is acknowledged. The permit covering this adjustment has been received by this office. It is understood that the 21 poles easterly of 206+70 to 268+40 will be outside the access control lines.

Our program memorandum dated October 13, 1967 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above mentioned utility effective today. Approval and participation for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966 and supplements thereto.

NOTED
F. B. KLAB

OFFICE USE
1-13-69
REFERRED TO
Young - Morgan
Hw

RECEIVED
JAN 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

DATE: 1-3-69

SIGNATURE OF APPROVING OFFICIAL: G L Green
For R. E. SIMPSON

TITLE: DIVISION ENGINEER

JAN 3 - 1969

I-84N-6(47)
7566

7107

MCE LAG 231 12-30-68 219 P

SHELDRAKE

REGARDING ASSIGNMENT 7107-EDWARDS, THIS SUPPLEMENTAL AGREEMENT WITH MMX UNION COUNTY PERTAINS TO A FRONTAGE ROAD AND ACCESS LANE TO BE CONSTRUCTED AS PART OF THE LA GRANDE-LADD CANYON SECTION. I CAN SEE NO ACTION THAT NEEDS TO BE TAKEN AT THIS TIME. WHEN THIS SECTION OF FREEWAY IS CONSTRUCTED, INCLUDING THE FRONTAGE ROAD, NOTIFICATION WILL BE GIVEN THE COUNTY, AFTER WHICH DATE THE MAINTENANCE OF THAT PORTION BECOMING A COUNTY ROAD WILL BE THEIRS.

COULTER
DJ
--.

noted

ORIGINAL SIGNED
VICTOR D. WOLFE

NOTED
TOM EDWARDS

RECEIVED
JAN 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 23 1969

I-80N-6(47)265
7566

HN

MISC. CONTRACTS and
AGREEMENTS No. 344

12-17-68

December 20, 1968

Union County Court
Courthouse
La Grande, Oregon 97850

Attention: Deloris C. Hicks
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a supplemental throughway agreement pertaining to construction and maintenance of the La Grande-Ladd Canyon Section of the Old Oregon Trail.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
Attachment

cc H. S. Cox
(conformed agreement)

RECEIVED
DEC 11 1968
FOR FILING

Const
R/W
Old Ore Trail

December 11, 1968

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for your consideration at the December 17 meeting a supplemental throughway agreement pertaining to construction and maintenance of the La Grande-Ladd Canyon Section of the Old Oregon Trail Highway (I-80N) in Union County.

The original agreement was approved by the Commission on October 31, 1967, and the project is tentatively scheduled for bid letting in November 1969, at an estimated cost of $6,000,000.

The agreement of October 1967, proposed that the State reconstruct, in part, portions of the Ladd Canyon County Road lying easterly of the throughway between the Foothill Road Interchange and the vicinity of the Ladd Canyon Rest Area. Union County would assume all maintenance after construction. It has been determined an approximately 0.4-mile portion of this road is not needed for through traffic as it lies entirely within one ownership; therefore, this document deletes this portion of road from future Union County road system and it reverts to the individual owner.

The Union County Court requested preparation of this supplemental agreement because it is the County's desire to be relieved of maintenance responsibilities on the section of roadway which serves only the sole property owner.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

MCH:DNH:mm lms

bc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
D. J. Barbee
D. H. Moehring
H. S. Cox
A. F. Parson

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1968

To: Mr. Floyd Query
Highway Commission Secretary

OFFICE

SUBJECT: Supplemental Throughway Agreement
La Grande-Ladd Canyon Section
Old Oregon Trail Highway No. 6
Union County

(original agreement 10/31/67)

REFERRED TO
Admin.
BY SECRETARY

For agenda if OK

Herewith for your consideration are three copies of subject agreement, which have been properly executed by the Union County Court, and a suggested draft xx ~~of~~ a letter for presentation to the Highway Commission at their December 17 meeting.

12-10-68
xx (revised)
Dm?6.

Please study the contents of the agreement and, if you approve, forward to the Assistant State Highway Engineer for his signature and placement on the agenda for Commission action.

Please forward one fully executed copy of the agreement to Union County and return one copy to this office.

Mainor C. Holmes
Mainor C. Holmes
Engineer Assistant
County and City Division

MCH:eb

Att.

RECEIVED
DEC 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
C. W. HEAD

RECEIVED
DEC 19 1968
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-6(33)
7566

December 17, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Re: Telephone Facilities Adjustment
Pacific Northwest Bell Telephone Co.
LaGrande-Ladd Canyon Section
Old Oregon Trail Highway
Union County
Project no. I-80N-6 (33) 262

Dear Sir:

Herewith you will find the following data pertaining to this project:

1) Two copies of Pacific Northwest Bell Telephone Company's (PNB) estimate of the cost for doing the work dated December 6, 1968.

2) Two copies of appropriate sketch map prepared by PNB showing the work to be done.

3) Two copies of a certification, submitted by Mr. Harlan Gerlach, as to PNB's rights in the land they occupy.

Appropriate permits covering PNB's facilities are presently being processed and will be submitted in the near future.

The adjustment involves a highway crossing and, therefore, the State is not entitled to a credit for expired service life under the provisions of paragraph 9(1) (b) of PPM 30-4.

PNB requests permission to use Henkles and McCoy for the contract portion of the adjustment. Hinkles and McCoy are retained on a continuing contract basis. A copy of the contract is attached to the estimate.

This completes the agreement between the State and Pacific Northwest Bell Telephone Company. Our Staff Attorney's letter, dated October 4, 1968, describing the conflicts and establishing the obligation of the State to reimburse the Company for the adjustment is attached.

Your approval of the agreement as evidenced above, including the contract method for a portion of the work, and authorization to proceed with the work under the provisions of PPM 30-4 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

Enclosures

cc: F. B. Klaboe
V. L. Gallagher

RECEIVED
DEC 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 10 1968
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

I-80N-6(47)265
7566

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

December 2, 1968

Union County Court
Courthouse
La Grande, Oregon 97850

Attention: Hon. Earle C. Misener, Judge

Gentlemen:

The County and State entered into a throughway agreement dated October 31, 1967 pertaining to the construction of the La Grande-Ladd Canyon Section of the Old Oregon Trail Highway, State Primary Highway No. 6 (I-80N), lying within Union County.

It has been determined in the interest of all parties concerned that said agreement should remain in full force and effect and apply with like force and effect as to the proposed plans for the project; however, it has been further determined that certain provisions of said agreement, pertaining to the construction and/or maintenance of the Ladd Canyon Road approximately as shown colored in orange on the drawing attached hereto, marked Exhibit A and by this reference made a part hereof, shall be supplemented by this agreement, and any further reference to the contents of the agreement dated October 31, 1967 shall include the provisions as outlined below.

F.B. KLABOE

Paragraph 4b under THINGS TO BE DONE BY STATE, which appears on page 2 of the aforementioned agreement, shall be changed to read:

> b. Ladd Canyon Road, lying easterly of the throughway, from its connection with the existing Foothills-Ladd Canyon Road, thence southerly a distance of approximately 3000 feet to the easterly line of Section 11, Township 4 South, Range 38 East, W.M.

If the above proposal is agreeable to the County Court, please indicate your approval by the appropriate signatures in the spaces provided below, have the County Clerk attest and affix the County Seal, and return three executed copies to this office for presentation to the Highway Commission for their consideration and approval. After certification by the Highway Commission Secretary, a fully executed copy will be returned for the County's permanent records.

We trust this agreement meets with your approval, and if we can be of further assistance concerning this, or any other matter, please feel free to call.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year hereinafter written.

This agreement was approved by the Oregon State Highway Commission on _______________, 19___, at which time the Secretary for the Commission was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in Volume ________, Page __________, Minute Book of the Oregon State Highway Commission.

APPROVED:

____
Assistant State Highway Engineer

____
Floyd Query, Secretary

UNION COUNTY, by and through
its County Court

ATTEST:

By _______________________
Judge

____
County Clerk

By _______________________
Commissioner

By _______________________
Commissioner

MCH:eb

RECEIVED
DEC 10 1968
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 29, 1968

In reply refer to: 08-35-EC

80N-6(47)265

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7566

FROM : ~~Mr.~~ R. E. Simpson, Division Engineer
Salem, Oregon

Klabo

SUBJECT: Oregon Project I-80N-6(33)262
LaGrande-Ladd Canyon Section
Chevron Pipe Line Company Adjustment

Approval is given to increase the January 12, 1968 authorized amount for this work as requested by Mr. Litchfield's November 18 letter. The increase was reflected in the bids received by the Company and was primarily due to more difficult excavation not originally anticipated. This change increases the authorization to $17,489.

NOTED
F. B. KLABOE

Litchfield
Morgan
Barbee
Young
12-3-68

RECEIVED
DEC 2 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 10 1968

STATES GOVERNMENT

Memorandum

FOR FILING
-80N-6(47)265
7566

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 29, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : ~~Mr.~~ R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(33)262
LaGrande-Ladd Canyon Section
Chevron Pipe Line Company Adjustment

Klaboe

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NOTED
F. B. KLABOE

Litchfield
Morgan
Barbee
Young
12-3-68

RECEIVED
DEC 2 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 20 1968
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-6(17)265
7566

November 18, 1968

Mr. R. R. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Re: Petroleum Pipe Line Adjustment
La Grande-Ladd Canyon Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6 (33) 262

Gentlemen:

Reference is made to your letter dated January 12, 1968 which authorized us to proceed with the actual adjustment on this project.

Attached is one (1) copy each of the bid proposal Chevron received for their adjustment on this project. These bids reflect additional work not anticipated in the Company's September 14, 1967 estimate. This additional work consisted of more difficult excavation due to large boulders and cemented gravels which were not originally anticipated. Another factor was that the Company's cost data was approximately one year old.

This matter was discussed with your Mr. John Girvin on October 14, 1968, and we received verbal approval to increase the authorization to $17,489 which will cover the additional costs discussed above.

Your formal approval of this additional cost is requested.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

PGP:ss
Enclosure

cc: F. B. Klaboe
V. L. Gallagher

RECEIVED
NOV 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 2 - 1968
FOR FILIN

7566

1859

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

September 30, 1968

El Paso Natural Gas Company
P. O. Box 1492
El Paso, Texas 79999

ATTENTION: Mr. Allen Gattis

Re: Pipe Line Adjustment
La Grande-Ladd Canyon Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6 (38) 262

Gentlemen:

Your estimate and sketch map for adjusting of your facilities on this project, as submitted with your letter of March 7, 1968, was approved effective June 7, 1968, by our letter of that date.

In July we were advised by representatives of your Company that the excavation encountered was much more difficult than originally anticipated. It contained large boulders and cemented gravels which required additional time to perform the work. At that time you were advised to proceed with the work and requested to submit a revised estimate indicating the additional cost. Your revised estimate entitled "Revision A" dated August 1, 1968 has been approved by the State and the Bureau of Public Roads. This will confirm our verbal authorization of July 17, 1968 for you to proceed with the additional work.

Reimbursement for work performed on and subsequent to June 7, 1968 will be made subject to the provisions of PPM 30-4 upon receipt of your Statement of Charges. As mentioned in our previous letter, please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

cc: El Paso Natural Gas Company
549 South Grand Boulevard
Vancouver, Washington ATTN: M. F. Trainor

cc: El Paso Natural Gas Company
PO Box 1526
Salt Lake City, Utah ATTN: Mr. John Vlieweg

F. B. Klaboe ✓ L. H. Young A. F. Parson
R. E. Simpson C. H. Maison H. M. Fillmore

RECEIVED
OCT 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 26 1968

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

Klaboe

I-80N-6(47)26-
7566

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: September 24, 1968

In reply refer to: 08-35-EC

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(33)262
La Grande - Ladd Canyon
El Paso Natural Gas Company - Additional Work

We confirm our July 17, 1968 approval of the additional work requested by Mr. Litchfield's August 30 letter. This additional work provides for more difficult excavation and coating and padding the uncased portion of the pipe inside the right of way, previously not anticipated.

The actual cost estimate is increased to $5,901.67.

NOTED
F. B. KLABOE

REFERRED TO
Litchfield - Morgan - Young
BY ASST. STATE HWY. ENGR.

RECEIVED
SEP 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 3 - 1968
FOR FILING

FORM 6-123
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

I-80N-6 [illegible]
2566

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 30, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

RE: Pipe Line Adjustment
El Paso Natural Gas Company
LaGrande-Ladd Canyon Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(33)262
YOUR FILE: R/W 67129 (NW)

Dear Sir:

Herewith you will find two copies of a revised estimate of cost for excavating, reconditioning the coating and padding of the uncased portion of the pipe which is to remain inside the highway right of way.

Your letter dated May 13, 1968 authorized Federal reimbursement on an actual cost basis estimated to be $4,402.60. The above-mentioned estimate is for $5,901.67. The company has advised us that the excavation encountered was much more difficult than originally anticipated. It contained large boulders and cemented gravels which required additional time to perform the work. Also, the existing pipe had corroded more than anticipated, and it was necessary to obtain a sandblasting machine and attendant equipment to complete the reconditioning of this pipe.

This matter was discussed with your Mr. Girvin on July 17, 1968. We were advised to continue with the work and submit a revised estimate of cost. Your approval of this additional cost is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

Enc.
PGP:fw
bc F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
SEP 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
FRED W. HALL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

RECEIVED
AUG 29 1968
FOR FILING

I-80N-6(47) 265
7566

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 28, 1968

Chevron Pipe Line Company
PO Box 117
Salt Lake City, Utah 84110

ATTENTION: Mr. E. I. Allen

Re: Petroleum Pipe Line Adjustment
La Grande - Ladd Canyon Section
Old Oregon Trail Highway
Union County
YOUR FILE: SLN/MP 481.14
J.O. 478 35

Gentlemen:

Reference is made to our letters dated March 12, 1968 and April 26, 1968 concerning adjustment of your facilities on this project.

We have found it necessary to schedule this project for opening of bids on December 5, 1968. We request that you schedule your work, outlined in your letter dated September 14, 1967, so that it will be completed by December 5, 1968.

We presently have right of entry to the property outlined in red on the attached sketch. This will allow you to proceed at your earliest convenience.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

cc: F. B. Klaboe
L. H. Young
D. H. Moehring
C. H. Maison
D. L. Trout
A. F. Parson
C. E. Payton

Attachment

cc: Chevron Pipe Line Company
201 North Phillippi Street
Boise, Idaho

ATTN: Mr. A. K. Wickham

RECEIVED
AUG 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 16 1968
FOR FILE

I-80N-6(17)
7566

El Paso Natural Gas Company

El Paso, Texas 79999

August 5, 1968

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Re: R/W 67129 (NW)
Oregon Highway Adjustment
Project I-80N-6(33)262
La Grande-Ladd Canyon Section
Old Oregon Trail Highway
Ignacio-Sumas Line
Union County, Oregon

Gentlemen:

Construction for the captioned highway adjustment was completed on July 22, 1968, and our costs are now being accumulated.

After all costs have been accumulated we will furnish you our invoice covering the work performed on the captioned project.

Very truly yours,

Roland G. Tayler

Roland G. Tayler
Supervisor
Right of Way Controls

GA:dr

RECEIVED
AUG 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

F. B. KLABOE

Routing
Morgan
Decker
Bond
Barbee
Walker
Clark
Swan
Pease
Moreland
Trout
Scott
Witt
Litchfield ✓
Olson

RECEIVED
[illegible]
CONSTRUCTION
DIVISION

Copies to
FBKlaboe
LH Young
CH Maison
AF Parson
CE Patton
FD Morgan
8-12-68
F

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED

Page 1 of . Pages

Section LA GRANDE-LADD CANYON Highway Old Oregon Trail (FAR 1) County Union Prefix 631-1975

Res. Engr. ______ Approx. Length 6.5+ Miles. Sta. 137+ to Sta. 482+ Date 8-2-68

Truck A.D.T. 859 Traffic Coefficient 10.5 18 kip s.a. per day ______.

Annual Precipitation 21"+ Frost Penetration 36"+.

CBE Total Req.	Credit	Actual Thick.	
		8.0	C.R.P.C.C.
		4.0	C.T.B.
		6.0	Crd Base
		18.0	

I-82N-6(47)265

7566

RECEIVED AUG 19 1968

(1)
Typical Soil

38	LL
0	PI
99	%P 10
61	%P200
1	%Gravel
3	%C Sand
34	%F Sand
47	%Silt
15	%Clay
12	"R" Value (Corrected)

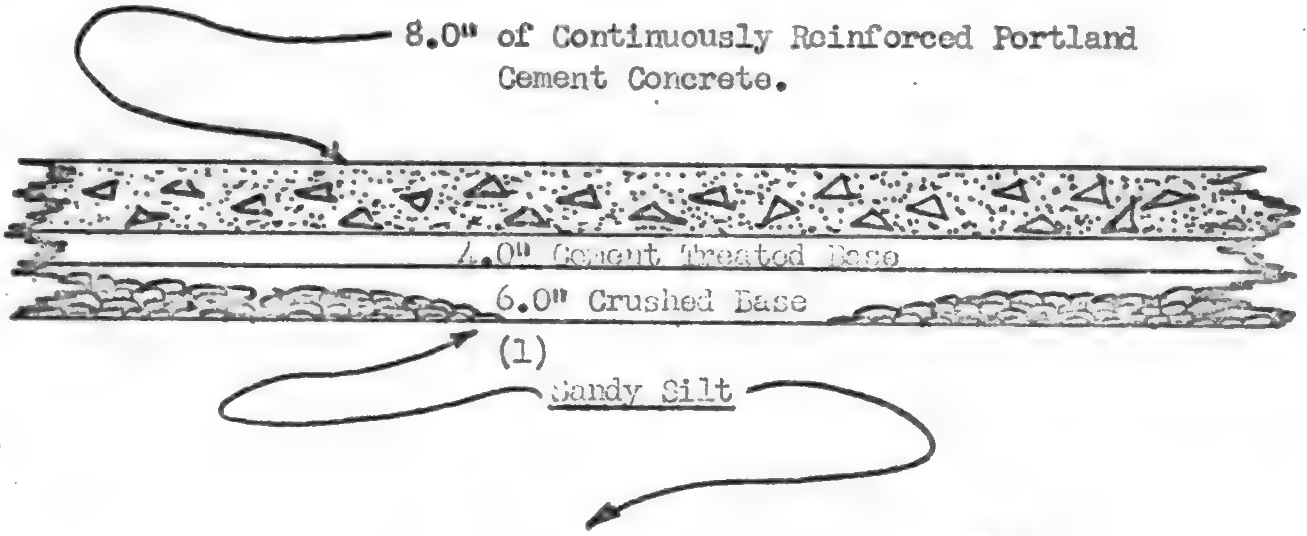
AASHO CLASSIFICATION:

A-4 (5)

MATERIAL SOURCES:

To be determined by the Engineer.

NEW WORK



See Page 3 for remarks.

NOTED F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
Construction Planning Engineer

Submitted by E. J. Gregg for Staff Assistant

Recommended by R. R. White Engineer of Materials

Recommended by S. F. Decker Asst. Construction Engineer

Approved by ______ Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED

Page 2 of ___ Pages

Section LA GRANDE-LADD CANYON Highway Old Oregon Trail (FAR 1) County Union Prefix 631-1975

Res. Engr. ______ Approx. Length 6.5+ Miles. Sta. 137+ to Sta. 482+ Date 8-2-68

Truck A.D.T. 859 Traffic Coefficient 10.5 18 kip s.a. per day ______.

Annual Precipitation 21"+ Frost Penetration 36"+.

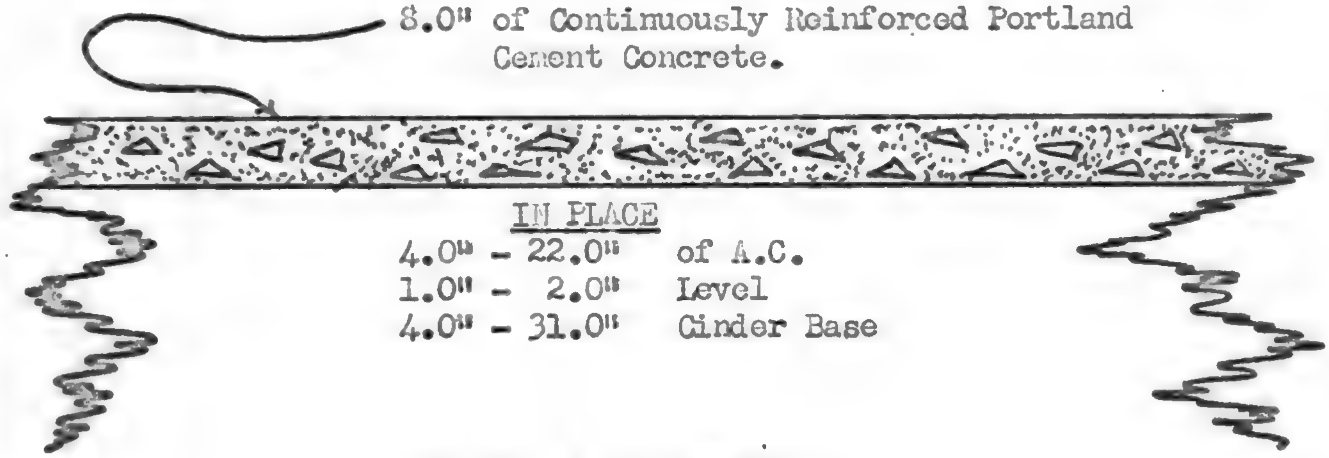
(1)

Typical Soil
S LL
e PI
e %P 10
%P200
P %Gravel
a %C Sand
g %F Sand
e %Silt
%Clay
1 "R" Value (Corrected)

AASHO CLASSIFICATION:

MATERIAL SOURCES:

"EXISTING ROADWAY"



8.0" of Continuously Reinforced Portland Cement Concrete.

IN PLACE
4.0" - 22.0" of A.C.
1.0" - 2.0" Level
4.0" - 31.0" Cinder Base

See Page 7 for remarks.

CBE Total Req.	Credit	Actual Thick.	
		8.0	G.R.P.C.C.
IN PLACE			
		Average	
		5.5	A.C.
		1.5	Level
		15.5	Cinder Base
		30.5	

Page 3

ANDE-LADD CANYON
regon Trail Highway
County

rushed ase	"CBE" Total Requirement	Actual Thickness
.0"	29.5"	19.0"
.5"	26.5"	18.0"
.5"	23.5"	17.0"
.5"	20.5"	17.5"
.0"	17.0"	*16.0"
.0"	12.5"	*16.0"

E" column to obtain the
for values:

2.0" Crushed Base

1.8" Crushed Base

1.8" Crushed Base

1.1" Crushed Base

0.8" Crushed Base

eased to equal approximately
in the Division Soils and

n order to update

LA GRANDE-LADD CANYON
Old Oregon Trail Highway
Union County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	C.T.B.	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
9.0 - 10.0	4.0"	8.0"	- - -	7.0"	29.5"	19.0"
8.0 - 9.0	3.5"	6.0"	- - -	8.5"	26.5"	18.0"
7.0 - 8.0	3.5"	4.0"	- - -	9.5"	23.5"	17.0"
6.0 - 7.0	3.0"	- - -	2.0"	12.5"	20.5"	17.5"
4.8 - 6.0	2.0"	- - -	2.0"	12.0"	17.0"	*16.0"
Cars Only	2.0"	- - -	2.0"	12.0"	12.5"	*16.0"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Plant Mix Bituminous Base = 1.8" Crushed Base

1.0" Cement Treated Base = **1.8" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase (Per Standard Specifications) (plus Supplementals.) = 0.8" Crushed Base

*The total surfacing depth has been increased to equal approximately ½ the depth of frost penetration as reported in the Division Soils and Materials Report.

**Does not apply to C.T.B. under P.C.C.

Project Base Design revision necessary in order to update traffic from 1966 to 1968.

CTION LA GRANDE-LADD CA YO HIGHWAY ld Oregon Trail
UNTY Union DATE August 2, 1968

tside Lanes X Inside Lane
ad Safety Factor 1.3 "R" Value 12
bbase Depth 6.0" C.T.B. Depth 4.0"
Values: Basement 70 Subbase 92 C.T.B. 165
mpressive Strength 3950
dulus of Rupture(M.R.) 525 Total Depth P.C.C. Eff. = 9.0"

Credits

8.0"	C.R.P.C.C.	9.0"
4.0"	C.T.B.	4.0"
6.0"	C.B.	6.0"

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. / M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used %
			SINGLE AXLE LOADS			
35	45.5	385	0.73	850	50	6
34	44.2	375	0.71	1500	95	6
32	41.6	360	0.69	2500	95	4
30	39.0	345	0.66	6000	229	4
28	36.4	325	0.62	18,000	229	1
26	33.8	310	0.59	42,000	459	1
24	31.2	290	0.55	130,000	780	1
22	28.6	270	0.51	400,000	5691	1
20	26.0	—	—	—	259,959	-
18	23.4	—	—	—	1,235,576	-
			TANDEM AXLE LOADS			
50	65.0	355	.68	3500	338	10
48	62.4	345	.66	6000	338	6
46	59.8	330	.63	14,000	836	6
44	57.2	320	.61	24,000	1040	4
42	54.6	310	.59	42,000	2218	5
40	52.0	295	.56	100,000	2330	2
38	49.4	280	.53	240,000	13,722	6
36	46.8	270	.51	400,000	46,256	12
34	44.2	255	.49	—	153,117	-
32	41.6	—	—	—	343,358	-
30	39.0	—	—	—	185,156	-
28	36.4	—	—	—	185,156	-

Total % Fatigue Used 75

TION LA GRANDE-LADD CANYON HIGHWAY Old Oregon Trail
NTY Union DATE August 2, 1968

le oad ps	2 Axle TADT =		3 Axle TADT =		4 Axle TADT =		5 Axle TADT =		6 Axle TADT =		Total 20-Year Repetitions
	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	
	SINGLE AXLE										
5							0.09	50			50
34							0.17	95			95
32							0.17	95	—	—	95
0							—	—	14.3	229	229
28							—	—	14.3	229	229
26	—	—			—	—	—	—	28.7	459	459
24	1.75	275	—	—	3.72	260	0.44	245	—	—	780
22	5.91	928	3.10	183	9.20	644	6.28	3,498	27.4	438	5691
20	40.4	6343	86.9	5127	202	14,140	419	233,383	60.4	966	259,959
18	128	20,096	334	19,706	611	42,770	2060	1,147,420	349	5,584	1,235,576
	TANDEM AXLE										
50			0.55	32			0.55	306			338
48			0.55	32			0.55	306			338
46			—	—			1.50	836			836
44			1.10	65			1.75	975			1040
42			1.72	101	—	—	3.80	2117			2218
40			1.72	101	5.66	396	3.29	1833	—	—	2330
38			0.62	37	9.09	636	22.6	12,588	28.8	461	13,722
36			13.8	814	12.1	847	78.3	43,613	61.4	982	46,256
34			62.7	3699	35.4	2478	262	145,934	62.9	1006	153,117
32			136	8024	145	10,150	576	320,832	272	4352	343,358
30			61.7	3640	164	11,480	292	162,644	462	7392	185,156
28			61.7	3640	164	11,480	292	162,644	462	7392	185,156
26			61.7	3640	164	11,480	292	162,644	462	7392	185,156

TRAFFIC ANALYSIS

SECTION: LA GRANDE-LADD CANYON

HIGHWAY: Old Oregon Trail

COUNTY: Union

2800 Present ADT (1968)

22 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	112	1.8	202	157	450	70,650
3	42	1.8	76	59	1000	59,000
4	50	1.8	90	70	1250	87,500
5	398	1.8	716	557	3180	1,771,260
6	11	1.8	20	16	2570	41,120
				859	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 2,029,530

TWENTY YEAR EWL 40,590,600

TRAFFIC COEFFICIENT 10.5

LA GRANDE-LADD CANYON
Old Oregon Trail Highway
Union County

"EXISTING ROADWAY"

The roadway at the present time is in extremely poor condition. It is heavily patched, cracked across all lanes in many areas, and badly alligatored in numerous places.

In recommending a P.C.C. overlay for this unit the strength property of the surfacing was not the primary consideration, rather the determination that in order to overcome the excessive deflection created by the cinder base, a rigid slab effect was required.

SECTION: LA GRANDE-LADD CANYON

HIGHWAY: Old Oregon Trail #6

COUNTY: Union

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ______ Fair ______ Poor ______
   Remarks: Similar type pavement in this area have not been in use long enough to establish a performance record.
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Asphaltic Concrete
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

A cost comparison between the recommended C.R.P.C.C. section and an A.C. section of comparable strength favors C.R.P.C.C. See Page 7, Paragraph 2.

File

UNITED STATES GOVERNMENT

MAY 17 1968

Memorandum

I-80N-6(47)265

7566

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 COTTAGE ST. NE SALEM, ORE 97301

DATE: MAY 13, 1968

In reply refer to: 08-35.EC

TO: MR. FORREST COOPER, STATE HIGHWAY ENGINEER
SALEM, OREGON

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

SUBJECT: OREGON PROJECT I-80N-6(33)262
LAGRANDE-LADD CANYON SECTION
EL PASO NATURAL GAS COMPANY UTILITY ADJUSTMENT

WE APPROVE THE AGREEMENT, AS EVIDENCED BY YOUR STAFF ATTORNEY'S LETTER DATED AUGUST 22, 1967, AND THE SUBJECT UTILITY'S LETTER DATED MARCH 7, 1968, AS WELL AS THE PLANS AND ESTIMATE TRANSMITTED WITH MR. LITCHFIELD'S LETTER DATED MAY 7, 1968. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $4,402.60 IS APPROVED.

RECEIPT OF MR. GERLACH'S APRIL 9, 1968 AFFIDAVIT OF THE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WAS PREVIOUSLY APPROVED BY THIS OFFICE. THE STATE SHOULD BE ASSURED THE COVER OVER THE UNCASED PIPE UNDER THE PARKING LOTS IS SUFFICIENT TO WITHSTAND THE DESIGN LOADS.

OUR PROGRAM MEMORANDUM DATED OCTOBER 13, 1967 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT, EFFECTIVE ON THAT DATE. YOU NOW ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR THE ABOVE-MENTIONED UTILITY EFFECTIVE TODAY. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED OCTOBER 15, 1966 AND SUPPLEMENTS THERETO.

NOTED

REFERRED TO Robb - Young - Litchfield 5-17
By Asst State Hwy. Engr.

RECEIVED
MAY 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 12, 1968

In reply refer to: 08-35-EC

I-81N-6(47)265
7566

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: A. W. Parsons, Div Engr, by G. R. Brooks, Dist Engr
Salem, Oregon

A.W. Parsons

SUBJECT: Oregon Project I-80N-6(33)262
La Grande Ladd Canyon Section
Chevron Pipe Line Company Utility Adjustment

We approve the agreement, as evidenced by your Staff Attorney's letter dated August 21, 1967, and the subject utility's letter dated September 14, 1967, as well as the plans and estimate transmitted with Mr. Litchfield's letter dated October 9, 1967. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is satisfactory providing the appropriate Civil Rights clauses are included. Reimbursement on an actual cost basis estimated to be $13,335 is approved.

Receipt of Mr. Preston's September 26, 1967 affidavit of the company's property rights is acknowledged. The permit covering this adjustment was approved by this office on January 9, 1968.

Our program memorandum dated October 13, 1967 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are autorized to proceed with actual adjustments for the above-mentioned utility effective today. Approval and participation for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966 and supplements thereto.

young
Litchfield
1-18-68

RECEIVED
JAN 17 1968
OFFICE OF
[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 8 - 1967
FOR FILING

I-80N-6(47)265
7566

Agenda
4j

November 3, 1967

MISC. CONTRACTS and
AGREEMENTS No. 3447

Union County Court
Courthouse
La Grande, Oregon 97850

Gentlemen:

Enclosed for your files is a fully executed copy of a throughway agreement covering the La Grande-Ladd Canyon Section of the Old Oregon Trail in Union County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

RECEIVED
NOV 9 1967
FOR FILING

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 6, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

I-80N-6(37)265
75,66

FROM : G. R. Brooke, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(33)262
LaGrande - Ladd Canyon Section
El Paso Natural Gas Company

Our October 13, 1967 program memorandum authorized utility right of way incidentals on that date. Mr. Litchfield's October 16, 1967 memorandum requested right of way authorization for the subject utility.

You are authorized to proceed with actual utility right of way acquisition for the subject utility effective this date. The use of the company's forces for this purpose are satisfactory.

11-9-67
REFERRED TO
Young - Litchfield
By Asst. State Hwy. Engr.

RECEIVED
NOV 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED REVISED

Page 1 of ___ Pages

I-80N-6(12)
756

Prefix 631-1975
Date 10-13-67

Section LA GRANDE - LADD CANYON Highway Old Oregon Trail (FAR 1) County Union

Res. Engr. ______ Approx. Length 6.5+ Miles. Sta. 137+ to Sta. 482+

Truck A.D.T. 329 Traffic Coefficient 9.3 18 kip s.a. per day 230.4.

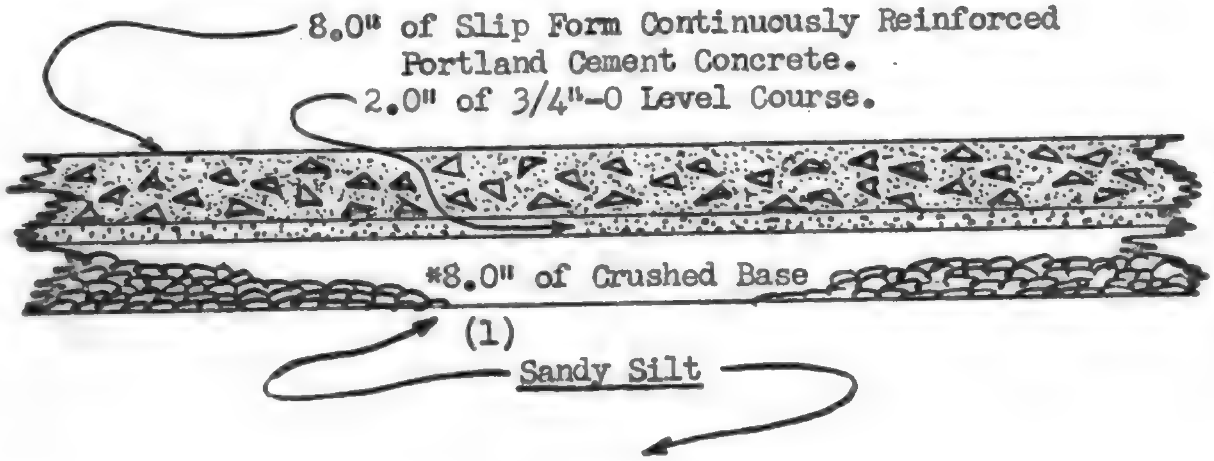
Annual Precipitation 21"+ Frost Penetration 36"+.

CBE Total Req.	Credit	Actual Thick.	
	24.0	8.0	S.F.[illegible].R. P.C.C.
	2.0	2.0	Level
	8.0	*8.0	Cr. Base
29.0	34.0	18.0	

NEW WORK

(1)
Typical Soil

38	LL
0	PI
99	%P 10
61	%P200
1	%Gravel
3	%C Sand
34	%F Sand
47	%Silt
15	%Clay
12	"R" Value



8.0" of Slip Form Continuously Reinforced Portland Cement Concrete.

2.0" of 3/4"-0 Level Course.

*8.0" of Crushed Base

(1) Sandy Silt

AASHO CLASSIFICATION:

A-4 (5)

MATERIAL SOURCES:

To be determined by the Engineer.

NOTED
F. B. KLABOE

10-13-67

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
Construction Planning Engineer

Submitted by
for Staff Assistant

Recommended by
Asst Engineer of Materials

Recommended by
asst Construction Engineer

Approved by
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of ___ Pages

Section LA GRANDE - LADD CANYON Highway Old Oregon Trail (FAR 1) County Union Prefix 631-1975

Res. Engr. ________ Approx. Length 6.5± Miles. Sta. 137± to Sta. 482± Date 10-13-67

Truck A.D.T. 329 Traffic Coefficient 9.3 18 kip s.a. per day 230.4.

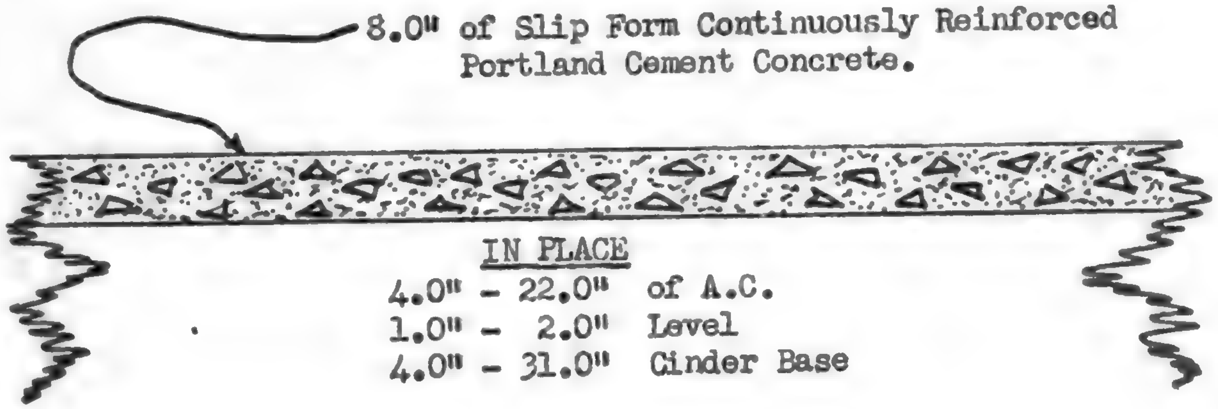
Annual Precipitation 21"± Frost Penetration 36"±.

EXISTING ROADWAY

(1)
Typical Soil
S LL
e PI
e %P 10
%P200
P %Gravel
a %C Sand
g %F Sand
e %Silt
%Clay
1 "R" Value
(Corrected)

AASHO CLASSIFICATION:

MATERIAL SOURCES:



8.0" of Slip Form Continuously Reinforced Portland Cement Concrete.

IN PLACE

4.0" - 22.0"	of A.C.
1.0" - 2.0"	Level
4.0" - 31.0"	Cinder Base

See Page 3 for remarks.

CBE Total Req.	Credit	Actual Thick.	
		8.0	S.F.C.R. P.C.C.
		IN PLACE Average	
		5.5	A.C.
		1.5	Level
		15.5	Cinder Base
		30.5	

Page 3

LA GRANDE - LADD CANYON
Old Oregon Trail Highway (FAR 1)
Union County

hed e	"CBE" Total Requirement	Actual Thickness
.0"	29.0"	20.0"
.0"	26.5"	20.5"
5"	23.5"	20.0"
5"	20.5"	17.5"
0"	17.0"	16.0"
0"	12.5"	16.0"

sed to equal approximately
d in the Division Soils &

E" column to obtain
below for values:

3.0" Crushed Base
2.0" Crushed Base
1.8" Crushed Base
1.1" Crushed Base
0.8" Crushed Base

tremely poor condition.
es in many areas, and badly

s unit the strength property
sideration, rather the deter-
ive deflection created by the

LA GRANDE - LADD CANYON
Old Oregon Trail Highway (FAR 1)
Union County

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
Mainline	4.0"	6.0"	- - -	10.0"	29.0"	20.0"
90 - 240	3.5"	3.0"	- - -	14.0"	26.5"	20.5"
30 - 90	3.5"	- - -	2.0"	14.5"	23.5"	20.0"
8 - 30	3.0"	- - -	2.0"	12.5"	20.5"	17.5"
1 - 8	2.0"	- - -	2.0"	*12.0"	17.0"	16.0"
Cars Only	2.0"	- - -	2.0"	*12.0"	12.5"	16.0"

*The coarse crushed base has been increased to equal approximately 1/2 the depth of frost penetration as reported in the Division Soils & Materials Report.

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" S.F.C.R.P.C.C. = 3.0" Crushed Base
1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

Note:

The roadway at the present time is in extremely poor condition. It is heavily patched, cracked across all lanes in many areas, and badly alligatored in numerous places.

In recommending a P.C.C. overlay for this unit the strength property of the surfacing type was not the primary consideration, rather the determination that in order to overcome the excessive deflection created by the cinder base, a rigid slab effect was required.

SECTION: LA GRANDE - LADD CANYON
HIGHWAY: Old Oregon Trail (FAR 1)
COUNTY: Union

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. 1966 Present ADT 2600 (Total)

B. 1986 Future ADT 4700 (Total)

C. Mean ADT 3650 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 18 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= .09 x (C) 3650 = 329

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 329 x (H) 100 % = 329

TRAFFIC COEFFICIENT = $K (I)^{0.119}$
where K = 4.669

= 9.3

SECTION: LA GRANDE - LADD CANYON
HIGHWAY: Old Oregon Trail (FAR 1)
COUNTY: Union

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ______ Fair ______ Poor ______
   Remarks: Similar pavements in this area have not been open to traffic long enough to establish a performance record.
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

Slip Form Continuously Reinforced P.C.C. is recommended from an economic standpoint.

Cost Comparison

Asphaltic Concrete		Slip Form Continuously Reinforced P.C.C.
4.0" A.C. 6.0" P.M.B.B. 10.0" Crushed Base		8.0" S.F.C.R.P.C.C. 2.0" 3/4"-0 Level Course 8.0" Crushed Base
$133,900.00	Per 2 Lane Mile	$128,400.00

1966 Average Bid Prices were used for above computations.

Station	Offset	Hole No.	Depth	Top Size	P¼"	P40	P200	LL	PI	SE	LAR	OAD	"R" Value	Classif.	% Moisture
471	Rt. 24'	29	0-7"	—— A.C. patching, cracking across all lanes, alligatoring											
			7"-8"	Compared to: 3/4"	63.8	15.6	8.0	AC	AC	AC	NSM	AC 27.89%	84	AC A-1-a	——
		Cinders	8"-18"	3"	49.7	18.4	9.1	32	0	26.1	NSM	1.2" 19.00%	84	Si.Sa.Gr. A-2-7	25.6
			18"-36"	4"	30.9	14.1	9.3	41	15	15.7	14.5	8.5"	35	Cl.Sa.Gr.	17.8
458	Lt. 23'	28	0-4"	—— A.C. patches, alligatoring, cracking across all lanes											
			4"-5"	Compared to: 3/4"	63.8	15.6	8.0	AC	AC	AC	NSM	AC 29.87%	84	AC A-1-a	——
		Cinders	5"-36"+	Compared to: 3"	37.9	18.8	8.2	25	0	53.5	NSM	0.8"	84	Si.Sa.Gr.	19.0
445	Rt. 23'	27	0-22"in ?	—— A.C. patches, cracking across all lanes, breaking up in spots. local condition - fill settlement?											
		Cinders	22"-36"	3"	37.9	18.8	8.2	25	0	53.5	NSM	29.87% 0.8"	84	A-1-a Si.Sa.Gr.	16.8
432	Lt. 24'	26	0-6½"	—— A.C. patches, cracking across all lanes - fill has settled											
			6½"-7½"	Compared to: 3/4"	63.8	15.6	8.0	AC	AC	AC	NSM	AC 23.59%	84	AC A-1-a	——
		Cinders	7½"-24"	Compared to: 3"	53.5	25.5	9.8	28	0	70.7	NSM	0.7"	83	Si.Sa.Gr. A-7-5(2)	17.6
			24"-39½"	Compared to: 4"	71.7	50.2	36.5	44	14	9.7	NSM	NSM	20	Gr.Cl.Sa.	24.7

Station	Offset	Hole No.	Depth	Top Size	P¼"	P40	P200	LL	PI	SE	LAR	OAD	"R" Value	Classif.	% Moisture
419	Rt. 24'	25	0-11"	oil & AC several layers, patches, cracking across all lanes, rough, it appears fill has settled											
			11"-12"	Compared to: 3/4"	63.8	15.6	8.0	AC	AC	AC	NSM	AC 23.59%	84	AC A-1-a	——
		Cinders	12"-30"	3"	53.5	25.5	9.8	28	0	70.7	NSM	0.7"	83	Si.Sa.Gr. A-7-5-(2)	16.3
			30"-40"	Compared to: 4"	71.7	50.2	36.5	44	14	9.7	NSM	NSM	20	Gr.Cl.Sa.	——
406	Lt. 25'	24	0-4"	—— AC cracking across all lanes											
			4"-5½"	Compared to: 3/4"	63.8	15.6	8.0	AC	AC	AC	NSM	AC 27.43%	84	AC A-1-a	——
		Cinders	5½"-21"	Compared to: 3"	44.6	23.1	9.0	28	0	73.0	NSM	NSM	78	Si.Sa.Gr. A-7-5(2)	25.0
			21"-37"	Compared to: 4"	71.7	50.2	36.5	44	14	9.7	NSM	NSM	20	Gr.Cl.Sa.	23.4
392	Rt. 9'	23	0-4½"	—— AC cracking across all lanes, alligatoring in spots											
			4½"-5½"	Compared to: 3/4"	63.8	15.6	8.0	AC	AC	AC	NSM	AC 27.43%	84	AC A-1-a	——
		Cinders	5½"-22"	3"	44.6	23.1	9.0	28	0	73.0	NSM	0.5"	78	Si.Sa.Gr. A-7-5(2)	24.0
			22"-36"	4"	71.7	50.2	36.5	44	14	9.7	NSM	NSM	20	Gr.Cl.Sa.	29.8
379	Lt. 10'	22	0-5½"	—— AC patches, alligatoring, cracking across both lanes											
			5½"-7"	Compared to: 3/4"	63.8	15.6	8.0	AC	AC	AC	NSM	AC 19.44%	84	AC	——
		Cinders	7"-11"	Compared to: 2"	62.1	38.1	10.8	26	0	68.6	——	0.6"	85	——	21.3
			11"-24"	Compared to: No tests of this material											

Station	Offset	Hole No.	Depth	Top Size	P½"	P40	P200	LL	PI	SE	LAR	OAD	"R" Value	Classif.	% Moisture
366	Rt. 10'	21	0-4½"	—— AC cracking across both lanes, patching											
			4½"-6"	Compared to: 3/4"	63.8	15.6	8.0	AC	AC	AC	NSM	AC	84	AC	——
		Cinders	6"-21"	2"	62.1	38.1	10.8	26	0	68.6	——	19.49% 0.6"	85	A-1-b Si.Sa.Gr.	23.1
			21"-35½"	3"	74.7	48.8	33.8	42	11	13.3	NSM	NSM	18	A-2-7 Gr.Cl.Sa.	19.0
353	Lt. 7'	20	0-5"	—— AC patches, wheel tracked 5/8", cracking											
			5"-6½"	Compared to: 3/4"	63.8	15.6	8.0	AC	AC	AC	NSM	AC	84	AC	——
		Cinders	6½"-23"	Compared to: 3"	56.9	26.9	10.4	28	0	76.5	NSM	27.87% 0.4"	84	A-1-a Si.Sa.Gr.	24.7
			23"-36½"	Compared to: 4"	31.3	15.5	12.0	49	19	11.3	19.0	19.13% 3.5"	20	A-2-7 Cl.Sa.Gr.	29.8
340	Rt. 9'	19	0-4½"	—— AC seal coat, cracking across both lanes											
			4½"-6"	Compared to: 3/4"	63.8	15.6	8.0	AC	AC	AC	NSM	AC	84	AC	——
		Cinders	6"-22"	3"	56.9	26.9	10.4	28	0	76.5	NSM	27.87% 0.4"	84	A-1-a Si.Sa.Gr.	22.8
			22"-34½"	Compared to: 4"	31.3	15.5	12.0	49	19	11.3	19.0	19.13% 3.5"	20	A-2-7 Cl.Sa.Gr.	24.4
327	Lt. 10'	18	0-5"	—— AC patches, alligatoring, cracking across all lanes, seal coat											
			5"-6½"	3/4"	63.8	15.6	8.0	AC	AC	AC	NSM	AC	84	AC	6.5
		Cinders	6½"-20"	Compared to: 3"	53.4	26.9	10.8	26	—	72.2	31.8	22.63% 0.4"	81	A-1-a Si.Sa.Gr.	25.3
			20"-35"	Compared to: 4"	31.3	15.5	12.0	49	19	11.3	19.0	19.13% 3.5"	20	A-2-7 Cl.Sa.Gr.	29.2

Station	Offset	Hole No.	Depth	Top Size	P1½"	P40	P200	LL	PI	SE	LAR	OAD	"R" Value	Classif.	% Moisture
314	Rt. 10'	17	0-4½"	—— AC patches, cracking across both lanes, some soft spots, where the pavement is broke up											
			4½"-6"	Compared to: 3/4"	65.5	18.5	9.7	18	0	55.6	NSM	NSM	86	A-1-a Si.Sa.Gr.	——
		Cinders	6"-18"	3"	53.4	26.9	10.8	26	-	72.2	31.8	22.63% 0.4"	81	A-1-a Si.Sa.Gr.	19.0
			18"-37"	4"	31.3	15.5	12.0	49	19	11.3	19.0	19.13% 3.5"	20	A-2-7 Cl.Sa.Gr.	21.0
301+00	not reported	16	0-4"	—— AC cracking across both lanes, some spots are soft, alligatoring											
			4"-6½"	Compared to: 3/4"	65.5	18.5	9.7	18	0	55.6	NSM	NSM	86	A-1-a Si.Sa.Gr.	——
		Cinders	6½"-24"	Compared to: 3"	62.7	30.5	12.7	27	0	59.1	NSM	25.06% 1.1"	84	A-1-a Si.Sa.Gr.	18.2
			24"-36"	Compared to: 4"	27.3	12.5	8.2	30	8	19.0	17.2	17.95% 0.9"	75	A-2-4 Si.Sa.Gr.	18.9
288	Rt. 10'	15	0 - 4½"												
			4½" - 6"	Compared to: 3/4"	65.5	18.5	9.7	18	0	55.6	NSM	NSM	86	A-1-a Si.Sa.Gr.	5.2
		Cinders	6" - 21"	3"	62.7	30.5	12.7	27	0	59.1	NSM	25.06 1.1	84	A-1-b Si.Sa.Gr.	22.5
			21" - 36"	4"	27.3	12.5	8.2	30	8	19.0	17.2	27.95 0.9	75	A-2-4 Si.Sa.Gr.	22.2
261+00	Rt. 10'	13	0-4½"	—— AC cracking across both lanes											
			4½"-6½"	3/4"	69.0	13.4	7.1	AC	AC	AC	NSM	NSM	87	——	5.0
		Cinders	6½"-25"	3"	57.0	27.3	10.7	26	0	73.0	NSM	25.65% 0.5"	84	A-1-a Si.Sa.Gr.	18.2
			36"+	Compared to: 5"	32.5	11.9	8.3	28	9	18.3	NSM	26.08% 1.8"	62	A-2-4 Si.Sa.Gr.	13.6

Station	Offset	Hole No.	Depth	Top Size	P¼"	P40	P200	LL	PI	SE	LAR	OAD	"R" Value	Classif/	% Moisture
248+00	Lt. 11'	12	0-4"	—— AC cracking across both lanes, patches											
				Compared to:											
			4"-6"	3/4"	58.6	17.4	8.9	AC	AC	AC	NSM	——	71	AC	——
				Compared to:								24.39%		A-1-a	
		Cinders	6"-25"	4"	45.1	21.6	8.8	25	0	78.4	——	0.4"	75	Si.Sa.Gr.	21.9
				Compared to:								26.08%		A-2-4	
			36"+	5"	32.5	11.9	8.3	28	9	18.3	NSM	1.8"	62	Si.Sa.Gr.	20.4
235+00	Rt. 9'	11	0-4"	—— AC cracking across both lanes, patches											
				Compared to:											
			4"-6"	3/4"	58.6	17.4	8.9	AC	AC	AC	NSM	——	71	AC	——
												24.39%		A-1-a	
		Cinders	6"-23"	4"	45.1	21.6	8.8	25	0	78.4	——	0.4"	75	Si.Sa.Gr.	27.9
												26.08%		A-2-4	
			23"-36"	5"	32.5	11.9	8.3	28	9	18.3	NSM	1.8"	62	Si.Sa.Gr.	13.6
222+00	Lt. 9'	10	0-4"	—— AC cracking across both lanes, some alligatoring											
				Compared to:											
			4"-5½"	3/4"	58.6	17.4	8.9	AC	AC	AC	NSM	——	71	AC	——
				Compared to:								21.57%		A-1-a	
		Cinders	5½"-22"	2"	53.2	26.0	10.9	31	-	66.7	NSM	0.5"	83	Si.Sa.Gr.	19.0
				Compared to:								26.28%		A-1-a	
			22"-36"	3"	42.0	17.8	12.4	27	6	20.0	NSM	3.1"	46	Si.Sa.Gr.	19.4
209+00	Rt. 10'	9	0-4"	—— AC cracking across both lanes											
				Compared to:											
			4"-5½"	3/4"	58.6	17.4	8.9	AC	AC	AC	NSM	——	71	AC	——
												21.57%		A-1-a	
		Cinders	5½"-22"	2"	53.2	26.0	10.9	31	-	66.7	NSM	0.5"	83	Si.Sa.Gr.	16.3
												26.28%		A-1-a	
			22"-36"+	3"	42.0	17.8	12.4	27	6	20.0	NSM	3.1"	46	Si.Sa.Gr.	13.1

Station	Offset	Hole No.	Depth	Top Size	P¼"	P40	P200	LL	PI	SE	LAR	OAD	"R" Value	Classif.	% Moisture
144+00	Lt. 3'	4	0-4½"	—— AC alligatoring, cracking across both lanes, patching, poor											
				Compared to:											
			4½"-5½"	3/4"	58.6	17.4	8.9	AC	AC	AC	NSM	——	71	AC	7.6
				Compared to:											
		Cinders	5½"-22"	3"	35.4	18.1	8.1	26	-	64.3	31.8	26.74% 1.0"	82	A-1-a Si.Sa.Gr.	20.4
				Compared to:											
			22"-44"	——	—	97.9	47.5	35	0	18.6	NSM	NSM	13	A-4-(3) Silty San	42.7
130+50	Rt. 3'	3	0-4"	—— AC alligatoring, breaking up badly, patches, poor											
				Compared to:											
			4"-5"	3/4"	58.6	17.4	8.9	AC	AC	AC	NSM	——	71	AC	9.2
		Cinders	5"-23"	3"	35.4	18.1	8.1	26	-	64.3	31.8	26.74% 1.0"	82	A-1-a Si.Sa.Gr.	18.4
			23"-64"	——	—	97.9	47.5	35	0	18.6	NSM	NSM	13	A-4-(3) Silty Sand	30.2
117+50	Lt. 11'	2	0-4½"	—— AC alligatoring, cracking across both lanes, poor											
				Compared to:											
			4½"-5½"	3/4"	58.6	17.4	8.9	AC	AC	AC	NSM	——	71	AC	9.3
				Compared to:											
		Cinders	5½"-11"	3"	52.0	23.6	9.8	25	0	68.2	NSM	28.21% 1.0"	86	A-1-a Si.Sa.Gr.	23.7
				Compared to:											
			11"-35½"	5"	27.9	8.9	6.3	33	10	20.6	20.9	15.78% 1.0"	61	A-2-4 Si.Sa.Gr.	21.9
No sta Union Jct.	Rt. 10'	1	0-5"	—— AC alligatoring, cracking across both lanes, poor											
			5"-6"	3/4"	58.6	17.4	8.9	AC	AC	AC	NSM	——	71	AC	8.9
		Cinders	6"-10½"	3"	52.0	23.6	9.8	25	0	68.2	NSM	28.21% 1.0"	86	A-1-a Si.Sa.Gr.	31.5
			10½"-36½"	5"	27.9	8.9	6.3	33	10	20.6	20.9	15.78% 1.0"	61	A-2-4 Si.Sa.Gr.	10.9

Station	Offset	Hole No.	Depth	Top Size	P¼"	P40	P200	LL	PI	SE	LAR	OAD	"R" Value	Classif.	% Moisture
196+00	Lt. 10'	8	0-4½"	—— AC cracking across both lanes											
				Compared to:											
			4½"-6"	3/4"	58.6	17.4	8.9	AC	AC	AC	NSM	——	71	AC	——
				Compared to:											
		Cinders	6"-26"	4"	51.9	23.6	10.2	26	0	80.0	30.9	21.54% 0.6"	83	A-1-a Si.Sa.Gr.	17.0
				Compared to:											
			26"-36"	3"	41.5	16.8	11.3	30	5	17.8	NSM	22.41% 1.7"	47	A-1-a Si.Sa.Gr.	16.3
183+00	Rt. 10'	7	0-4½"	—— AC broke up in many places, alligatoring, patches, poor											
				Compared to:											
			4½"-6½"	3/4"	58.6	17.4	8.9	AC	AC	AC	NSM	——	71	AC	——
		Cinders	6½"-22"	4"	51.9	23.6	10.2	26	0	80.0	30.9	21.54% 0.6"	83	A-1-a Si.Sa.Gr.	23.4
			22"-30"	3"	41.5	16.8	11.3	30	5	17.8	NSM	22.41% 1.7"	47	A-1-a Si.Sa.Gr.	14.6
			30"-61"	——	—	97.8	61.4	38	0	10.6	——	——	12	A-4(5) Sandy Silt	43.9
170+00	Lt. 9'	6	0-5"	—— AC alligatoring, cracking across both lanes, patches poor											
				Compared to:											
			5"-6"	3/4"	58.6	17.4	8.9	AC	AC	AC	NSM	——	71	AC	——
		Cinders	6"-22"	3"	62.9	35.2	14.5	24	0	65.7	NSM	27.50% 0.8"	80	A-1-b Si.Sa.Gr.	25.0
				Compared to:											
			22"-42"	——	—	98.3	46.6	36	0	18.9	——	——	44	A-4-2 Silty Sand	34.2
157+00	Rt. 10'	5	0-4½"	—— AC alligatoring, cracking across both lanes , patches, poor											
				Compared to:											
			4½"-6½"	3/4"	58.6	17.4	8.9	AC	AC	AC	NSM	——	71	AC	6.8
		Cinders	6½"-11"	3"	62.9	35.2	14.5	24	0	65.7	NSM	27.50% 0.8"	80	A-1-b Si.Sa.Gr.	17.3
		Cinders	11"-20"	2"	50.0	21.2	7.9	27	0	79.5	NSM	25.23% 0.4"	83	A-1-a Si.Sa.Gr.	20.4
			20"-50"	——	—	98.3	46.6	36	0	18.9	——	——	44	A-4(2) Silty Sand	34.2

OCT 25 1967

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

I-80N-6(45)265

75468

DATE: October 13, 1967

In reply refer to: 08-35.EC/710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's October 4, 1967 letter submitted one item for inclusion in the subject program. This Stage 2 Right of Way and Construction phase (utilities) project is approved effective today.

Item	Project	Location	Work
515	I-80N-6(33)262	La Grande-Ladd Canyon	Utilities & R/WU

You are authorized effective today, to proceed with utility right of way incidentals and utility preparatory work on this project. It is understood utility preparatory work may also be accomplished under I-80N-6(18)262.

This action provides for utility right of way and utility adjustments at a total estimated cost of $48,500 of which $44,560 is reserved as Federal-aid Interstate funds.

NOTED
F.B. KLABOE

Young
Mason
10-17-67

RECEIVED
OCT 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 5 - 1967

Fred W. Hill, Member
Helix

I-80N-6(47)265
7566

October 4, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting data for one Interstate Project, Item 515, Project I-80N-6(33)262 (utility adjustment and ROW), La Grande-Ladd Canyon Section, which we desire to have included in the Federal-Aid Interstate Highway Program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:slh

FORM PR-1
(REV. 4-61)

FEDERAL - AID PR
(PPM 2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-80N 2.0 mi. S.E. of La Grande S. 6.53 mi. 21 65	**ADT**	PRESENT 2,600	FUTURE 4,700 (66) (70)	YEAR 87 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Adj. of utilities and utility ROW 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

COUNTY NAME

CARD 4	CLASS OF FEDERAL FUNDS Interstate	ROUTE NO. I	FEDERAL-AI I-80N
	NAME OF URBAN AREA 17-31		

ESTIMATED PROJECT C

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (56)	(59) (66)	(67)
5					**PE**		I-80N 2.0 mi. S.E. of La Grande S. 6.53 mi.			
5					**ROW** R/W U		(La Grande-Ladd Canyon Section)		500	460
5					**CONST** (CODE)			6.53	(4,100,000) 48,000	44,100
							PROJECT TOTALS	6.53	48,500	44,560
									(16) (23)	(24)

CARD	CODE
1	1
1	14

PREPARED BY

PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
2,600	4,700 (66) (70)	87 (71) (72)	08	Oregon	35 (2) (3)	042 (4) (9)	515 (14) (18)

SIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
				I- 23	80-6 7	(33) 13	262 (24) (26)	N 27

COUNTY NAME	Union	CODE 061 (14) (16)
ROUTE NO. I	FEDERAL-AID I-80N (32)	STATE (36)
	U.S. (37) I-80N (41)	

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

TOTAL MATED OST (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
500	460	50	
,100,000) 48,000	44,100	3,900	
48,500 (23)	44,560 (24) (33)	3,940	

CHARACTER OF PROPOSED WORK
(Full description)

Adj. of utilities & required utility ROW /Future Gr., Dr., 4-12' lanes H.T. pave with 10' R & 6' L shldrs, 16' median with barrier to 106' median, frontage Rds. 16'. Rest area ramps and parking. One U'xing H.C. 32' & one O'xing H.C. 84' (Length 511')/

ROW-300' normal; Access Control-full; Parking Restrictions-complete.

REMARKS

Additional Data: Items 142-A and 142-B, Projects I-80N-6(18)262 & I-80N-6(28)262.

USCOMM DUSCOMM-DC 46805-P61

Remarks Continued

The preliminary work for the physical utility adjustments are being done under P.E. project I-80N-6(18)262.

The utility adjustments are being programed at this time to facilitate the construction phase by early right-of-way clearance of conflicting utilities.

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OCT 5 1967

FOR FILING

I-8CN-6(47) 265
75166

SP*22811-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 3, 1967

To: Mr. L. H. Young
Office Engineer
BUILDING

SUBJECT: Utility Adjustments
LaGrande-Ladd Canyon Section
Old Oregon Trail Highway
Union County

Preliminary estimates for the cost of adjusting utilities on the subject project are as follows:

Utility Adjustment Costs:

Pacific Northwest Bell Telephone Co.	$2,000
California Pacific Utilities Company	3,500
General Telephone Co. of the Northwest, Inc.	500
El Paso Natural Gas Company	35,000
Chevron Pipe Line Company	7,000
Total	$48,000

Utility Right of Way Costs:

El Paso Natural Gas Company	$500

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

FGP:as

cc: F. B. Klaboe
R. N. Chase

RECEIVED
OCT 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 22 1967
FOR FILING

I-80N-6(47)265
7566

September 21, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the October 31 Commission meeting will be a throughway agreement with Union County pertaining to the La Grande-Ladd Canyon Section of the Old Oregon Trail (I-80N) in Union County.

This agreement provides for construction of the throughway, interchanges, frontage road, road closures, and connections to county roads.

Upon completion of the project, the State will assume maintenance, jurisdiction, and control of the facility including its interchanges and connections within the access control area of the throughway to be constructed as part of the project. The connections and frontage road will revert to the County as to right, title, interest, jurisdiction, control and maintenance of those portions outside the access control area of the throughway.

The project is proposed to be advertised for bid letting in 1968. This project is approximately eight miles in length and is estimated to cost $4,100,000.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Kloyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
H. S. Cox
F. D. Morgan
A. F. Parson
C. H. Maison
L. H. Young

DWH:hP bf

County Court of Union County
La Grande, Oregon

FROM THE OFFICE OF
EARLE C. MISENER, COUNTY JUDGE

BERNAL D. HUG, COMMISSIONER
R. W. SCHAAD, COMMISSIONER

RECEIVED
SEP 12 1967
ENGINEER
COUNTY & CITY DIVISION

September 7, 1967

State of Oregon
State Highway Department
Salem, Oregon

Attention: H. S. Cox

Dear Mr. Cox:

Herewith attached find the three (3) executed copies of the La Grande-Ladd Canyon Section of the Old Oregon Trail Highway, State Primary Highway No. 6, in Union County.

Sincerely,

Earle C. Misener
County Judge

ECM/mo
Encl: (3)

cc: Floyd Query

NOTED
DON HARWELL

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AUG 2 9 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

I-8111-1(47)265
7566

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 25, 1967

Union County Court
Courthouse
La Grande, Oregon 97850

Attention: Hon. Earle C. Misener, Judge

Gentlemen:

Herewith for your consideration are four copies of an agreement pertaining to the construction of the La Grande-Ladd Canyon Section of the Old Oregon Trail Highway, State Primary Highway No. 6 (I-80N), in Union County. The Court is requested to execute three copies of the agreement, retaining the fourth copy for your files, and returning the three signed copies to this office for presentation to the Highway Commission. After approval and certification by the Highway Commission secretary, a fully executed copy of the document will be returned for your permanent files and records.

The State will construct the facility including the interchanges, frontage roads and county road connections approximately as shown on the exhibit. Upon completion of the proposed construction the County will assume all State's right, title, interest, maintenance, jurisdiction, and control on these portions of roads lying outside the access control limits of the throughway; however, those portions within the access control area shall be retained by State.

We trust this will meet with the court's approval, and hereby request your earliest consideration as the project is scheduled for the October 26, 1967 bid letting.

We appreciate your interest and cooperation in this matter and invite any inquiries you may have.

Very truly yours,

Forrest Cooper
State Highway Engineer

H. S. Cox

By: H. S. Cox, Engineer
County and City Division

RECEIVED
AUG 2 8 1967

NOTED
F. B. KLABOE

[illegible]:mr
Encl.

cc: F. B. Klaboe
F. D. Morgan
A. F. [illegible](W/Att)

RECEIVED
AUG 21 1967

COMMISSIONERS
EDW. G. HUFFSCHMIDT, CHAIRMAN, PORTLAND
LEONARD [illegible] HALL, CHARLESTON
MCKEE A. SMITH, SCAPPOOSE

I-80N-6(47) 945
7566

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

August 17, 1967

Routing
Morgan
Decker
Bond
Barbon
Walker
Glenn
Swan
Poss
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 18 1967
CONSTRUCTION
DIVISION

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention F. D. Morgan

Gentlemen:

We have reviewed the following highway projects transmitted by your July 28, 1967 letter:

LaGrande-Ladd Canyon Section, Old Oregon Trail Highway, Union County

Gurdane Road-M.P. 34 Section, Pendleton-John Day Highway, Umatilla County

Fly Lake-Grandview School Section, FAS 660, Jefferson County

North Fork Jacobsen Gulch-North Ontario Interchange Section, Old Oregon Trail Highway, Malheur County

We concur with the recommendations of the Oregon State Game Commission on the LaGrande-Ladd project. We also find no fishery conflicts regarding anadromous fish on the other projects, thus they are approved.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

cc: Oregon State Game Commission

8-18-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
J. F. Putnam (2)
A. F. Parson (6)
fw

NOTED
F. B. KLABOE

RECEIVED
AUG 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 17 1967

FOR FILING

I-80N-6(47)265
7566

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1967

SUBJECT: Throughway Agreement
La Grande-Ladd Canyon Section
Old Oregon Trail Highway No. 6 (I-80N)
Union County

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Herewith for your consideration is a draft of a proposed throughway agreement pertaining to subject section. This project is tentatively scheduled for the October 26, 1967 bid letting at an estimated cost of $4,100,000.

We anticipate some reluctance on the County's part of accepting control of the Ladd Canyon Road, lying easterly of the project, because of having only 16 foot total top width.

If you approve this proposal, please forward to the Construction Divison for their consideration and return to this office for preparation in final form, and presentation to Union County for execution.

H. S. Cox
County and City Engineer

By

Mainor C. Holmes
Mainor C. Holmes
Engineering Assistant

NOTED
F. B. KLABOE

MCH:nr
Att.

Ref'd to Morgan
to check and
forward to Cox
8-17-67

RECEIVED
AUG 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

SU-198(8) Lombard St.-Jamieson Rd. (Beav- '71
erton) Sec., Beaverton-Hillsdale
#7567 Hwy. (Grad., pav., traf. signals)

C&A 4186

7567

STATE COPY

ENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-7-74

INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. SU-198(8)

2. COUNTY Washington

3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Construction of 1.26 miles of grading, paving, storm sewer system installation and traffic signals on the Lombard Street-Jamieson Road Section of the Beaverton-Hillsdale Highway in Washington County.

COPY SENT
JAN 07 1974
REGIONAL OFFICE

1-10-74

RECEIVED
JAN 10 1974
Office of Assistant State Highway Engineer

5. CONTRACTOR'S NAME Cascade Construction Company, Inc.

6. CONTRACT AMOUNT $ 299,999.99

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) R. D.

TITLE Asst. Office Engr.

RECEIVED
STATE HWY ENGR
JAN 8 74

	FOR	REFER TO
Info		
Inves		
R/D		
D/R		
Sign		
Act		

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

NOTED
H.S. COULTER

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 60 feet)

ROADBED TYPE CODE NUMBER	ROADBED NET LENGTH (Miles)	ROADBED BASE SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN TYPE CODE NUMBER	STRUCTURES OVER 20-FOOT SPAN NET LENGTH (Miles)
6203	1.269	60	-	-

NOTED
A. E. JOHNSON

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY W. N. Bryant

11. DATE OF INSPECTION October 3, 1972

12. IN COMPANY WITH Al Harwood, Reg Constr Engr, OSHD; Jim McNamee, Reg Engr, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE W. N. Bryant

14. TITLE Area Engineer

15. DATE 1-2-74

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE E. J. Valach

Original signed by
E. J. Valach
Dist. Engineer

17. TITLE District Engineer

18. DATE JAN 07 1974

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

7567

March 28, 1973

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

On March 26, 1973, we wrote to you concerning release of final payment on Contract No. 7567 awarded to Cascade Construction Co., Inc., for work on the Lombard Street-Jenkins Road (Beaverton) Section of the Beaverton-Hillsdale Highway in Washington County.

Final payment on this contract is $15,826.37 and the total contract amount is $299,655.92 including $4,860.93 for work performed under force account.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

bc C. T. Kessey
Walt Hart
V. E. Skoog
Attn: Dick Hock
L. W. Rulien

7567

March 26, 1973

The Travelers Indemnity Company
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

Contract No. 7567 awarded to Cascade Construction Co., Inc., for work on the Lombard Street-Jamieson Road (Beaverton) Section of the Beaverton-Hillsdale Highway in Washington County was completed on July 6, 1972, and accepted by the Highway Commission on March 21, 1973.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before March 31, 1973.

There are no outstanding claims for labor or material on file with us.

Very truly yours,

G. M. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

G. T. Kenney
Walt Hart
V. E. Hoag Attn: Dick Hoeck
L. M. Bulion

7567

March 22, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Fully per V.G.

Contract No. 7567, Work Completed January 6, 1972

Project Lombard St.-Jamieson Rd. (Beaverton)

Highway Beaverton-Hillsdale, County Washington

Type of Work Grading, Paving and Signals

Contractor Cascade Construction Company, Inc.

Recommended Acceptance Date March 21, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on April 17, 1973 for your formal concurrence.

VG:dg

cc C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart
V. Gallagher

5

RECEIVED
JAN 4 - 1972
FOR FILING

7567

January 3, 1973

Cascade Construction Company
P. O. Box 4267
Portland, OR 97208

Gentlemen:

Your request for a time extension of six days on Phase "A" and four days on Phase "B" on Contract No. 7567, for work on the Lombard Street-Jamieson Road Section of the Beaverton-Hillsdale Highway in Washington County, has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of six days is granted applicable to both phases, which will delete all time liquidated damages on this contract.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: Cecil Head
C. T. Keasey
V. E. Skoog
L. W. Rulien
James McNamee
V. L. Gallagher

fw dpy

RECEIVED
JAN 4 - 1972
FOR FILING

7567

January 3, 1973

To Oregon State Highway Commission

From F. B. Klaboe
State Highway Engineer

Subject Extension of Time, Contract No. 7567
Lombard Street-Jamieson Road Section
Beaverton-Hillsdale Highway

Cascade Construction Company, contractor on the subject project in Washington County, has made a second request for extension of time based on the sequential work required because of box culvert extension which was partoof the contract. The first request was acted upon at your meeting of October 19, 1971, at which time a 109-day extension was granted on the early phase only based on utility delays. At that time, the job was only 15 percent done. The project is now completed, the "A" phase (all work except signals) on June 13, 1972, with six days liquidated damages accrued at $100 per day, and the "B" phase (the overall completion of the project, including signals) on July 6, 1972, with four days liquidated damages at $50 per day, for a total of $800 liquidated damages deducted.

The box culvert extension is related to the earlier delay problem which, in effect, caused the project to go into a second season. It was aggravated by encountering an unexpected water line in the culvert extension area in September 1971. The culvert work was stopped 12 days while the water line was relocated. There was not sufficient low-water time available then to extend the Beaverton Creek box culvert structure in the late fall of 1971. The box culvert work resumed April 18, 1972, and proceeded through the sequences of pouring concrete, curing, backfilling, and paving over it by the first week in June. All work except the signals was then completed by June 13. This chronology shows that the contractor did resume work when it was reasonable to do so and prosecuted the sequence of the work as well as could be expected. The overall, or

"B" phase, completion requirement included signal installations at four separate locations. Work associated withthis for making cuts in the new pavement and installing loop detectors proceeded during the latter part of June and up to the overall project completion date of July 6.

I have granted a six-day extension of the contract applicable to both phases of the contract, which will delete all liquidated damages. This was a Secondary Urban project and specific approval by the Federal Highway Administration is not required.

This matter will be on the agenda for your concurrence at the January 23 meeting.

cc: Cecil Head
G. M. Baldwin
A. E. Johnson
V. E. Skoog
C. T. Keasey
L. W. Rulien
V. L. Gallagher
Gary Ross
Gary Sund

JAB:fw dpy

FORM 2-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1972

SUBJECT: Lombard St.-Jamieson Road Section
Contract No. 7567
Request for Time Extension

To: A. E. Johnson
Assistant State Highway Engineer

John A. Bond

FROM:
John A. Bond
Construction Administration Engineer

Cascade Construction Company has made a second request for extension of their contract time. The first request was acted upon by the Highway Commission at their October 19, 1971 meeting, at which time 109 days extension was granted on the early phase only based on utility delays. At that time, the job was only 15 percent done. It has now been completed, the "A" phase being complete June 13, 1972 with 6 days liquidated damages accrued at $100 per day, and the "B" phase, which was overall completion of the project including signals, was complete July 6, 1972 with 4 days liquidated damages at the "B" phase rate of $50 per day for a total of $800 liquidated damages accrued.

This second reason is based on the sequential work required because of a box culvert extension which was a part of the contract. This item is related to the earlier delay problem which in effect caused the project to go into a second season. The double 6'x6' box at Beaverton Creek was to be extended on both ends. An unexpected 12-inch water main was encountered in one extension area on September 18, 1971. It had to be relocated and the contract extension work was stopped until September 30. There was not sufficient low water time available thereafter to extend the Beaverton Creek box culvert structure in the late fall of 1971. The box culvert work resumed April 18, 1972. The last concrete pour was made May 3. After waiting for curing and form stripping, the backfill over the extension was started May 23. Base rock was placed the next day, followed by paving which started the following week, or the first week in June. All work except the signals was then completed by June 13.

I believe this chronology shows that the contractor did resume work when it was reasonable to do so and prosecuted the sequence of the work as well as could be expected . The overall or "B" phase completion requirement included signal installations at four separate intersections. Work associated with this for making cuts in the new pavement and installing loop detectors proceeded during the latter part of June and up to the overall project completion date of July 6. A review of the weekly reports offers no reason to faul the contractor's prosecution of the work during this time.

We therefore recommend a 6-day extension applicable to both phases. This would delete all time liquidated damages. This was a Secondary Urban project and specific approval ofFHWA is not required. Rough draft letters to the contractor and to the Highway Commission are attached.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
DEC 2[illegible] 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

E—330 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 1, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from (a) 229 days to 235 days, within which to complete our Contract No. 7567, without the assessment of liquidated damages. The said contract is described as follows:

(b) 250 days to 254

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter.

Respectfully submitted,

Cascade Construction Company, Inc.
Contractor

By

CONSENT OF SURETY

Date **August 1**, 1972

We, THE TRAVELERS INDEMNITY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Dean R. Petitt
Attorney-in-fact
DEAN R. PETITT

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7567 Contractor Cascade Construction Company, Inc.

Highway Beaverton Hillsdale Highway

Section Lombard Street-Jamieson Road

Kind of Work Grading, paving, signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

( )

( )

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

A E Johnson

State Highway Engineer

State Printing 37988

Contract No. 7567

Project designation SU 198(8)
State-Federal

Date awarded 3/4/71

Work started 9/11/71

Per cent completed 100% 7/6/72
Date

No. of Workdays Allowed A 229* B 250*
Extended to

No. of Workdays Used A 235 B 254

No. of Added Workdays Requested A 6 B 4

* Includes time extension previously granted

Cascade Construction Company
General Contractors • Modern Pavements
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

August 1, 1972

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

(a) As part of this contract we were required to extend a box culvert for Beaverton Creek at Sta. 138 + 62. Our subcontractors on this work attempted to dewater and complete this work during September and October of 1971. However, after several attempts work had to be abandoned, because of high water in the creek, and the danger of flooding adjacent private property if the necessary cofferdams were left in during the rainy season.

Work commenced again on the box culvert on March 29, 1972 as soon as possible after the spring rains and creek high water had decreased sufficiently to allow cofferdams to be installed without endangering the surrounding property. Because of this delay the completion of this portion of the project was hindered causing the overrun on time.

(b) Completion of this segment was dependent upon completion of asphaltic concrete pavement which was delayed as explained in (a) above.

We believe it is also pertinent to mention that the delay caused by the utilities removal also forced us to perform our work almost a year later than anticipated and material and labor increases were effective which should be penalty enough for the minor overrun in contract time.

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton

George R. Morton
Chief Estimator

GRM/jle

#7567

5

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Lombard Street--Jamieson Road (Beaverton)

WEEK ENDING: December 1, 1972

SECTION PREFIX: 34-1052

HIGHWAY: Beaverton-Hillsdale

COUNTY: Washington

KIND OF WORK: Grading, Paving, and Traffic Signals

NAME OF JOB: Lombard Street--Jamieson Road

FEDERAL AID PROJECT NUMBER: SU-198(8)

CONTRACTOR: Cascade Construction Company, Inc.

CONTRACT NUMBER: 7567

ESTIMATED COMPLETION DATE:

DATE OF CONTRACT: May 4, 1971

DATE WORK STARTED: May 17, 1971

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED CALENDAR DAYS: a) 120 b) 250

CALENDAR DAYS USED: a) 235 b) 254

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: a) 103 b) 102

PROJECT AUTHORIZATION: $ 358,262.73

EXCLUSIVE OF ENGINEERING: $ 329,854.23

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 ~~98~~

ENGINEERING AUTHORIZATION: $ 28,408.50

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 306,524.29

ENGINEERING COST TO DATE: $ 39,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97 ~~95~~

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 7 ~~10~~ %

PERCENT OF AUTHORIZATION: 139 %

DATE PROJECT WAS COMPLETED: a - June 13, 1972
b - July 6, 1972

Date of semi-final December 1, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	BIT. BASE	PAVING	SIGNALS
100	100	100	100		100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	BITUMINOUS BASE	PAVING
MILES IN PROJECT	0.93	0.93		0.93	1.27
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.93	0.93		0.93	1.27
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,750	2,470		3,650	11,850
TOTAL QUANTITIES CORRECTED TO DATE	3,750	2,470		3,720	10,666
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,750	4,295.7		3,720	10,666
AVERAGE DAILY QUANTITIES	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	26	Cloudy			
MONDAY	27	"			
TUESDAY	28	Showers			
WEDNESDAY	29	Cloudy			
THURSDAY	30	"			
FRIDAY	24	Showers			
SATURDAY	25	Rain			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 26	No contract activity all week/.
MONDAY 27	
TUESDAY 28	
WEDNESDAY 29	
THURSDAY 30	
FRIDAY 24	
SATURDAY 25	

REMARKS

Project work completed in its entirety November 18, 1972

Semi-final Estimate submitted to Region office on Friday December 1, 1972.

All payrolls have not been received. Third Notification will be held until contractor's paper work has been submitted.

SIGNED LOCATION Tigard 97223

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUL 31 1972
FOR FILING

7567

S

July 31, 1972

Econolite
3360 E. La Palma
Anaheim, California 92806

Gentlemen:

Thank you for your letter of July 17, 1972, advising us that you are releasing all lien rights that you have for electrical materials and supplies furnished to Olson Electric Company covering your billing through June 23, 1972.

This appears to be in reference to the Cascade Construction Co., Inc., Contract No. 7367 for work on Lombard Street-Jamieson Road (Beaverton) Section of the Beaverton-Hillsdale Highway in Washington County.

This information will be noted in our records, and we will advise all interested parties that your claim is satisfied.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc The Travelers Indemnity Co.
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

bc Commission

CWH:dr

NOTED ON CARD
7-31-72 dr

ECONOLITE Solving Tomorrow's Traffic Problems...Today

July 17, 1972

To: Cascade Construction Company, Inc.
P. O. Box 4267; Portland, Oregon 97208

Please accept this letter as our waiver and release of all lien rights that we may have for electrical materials and supplies furnished by us to Olson Electric Company
710 West Eighth Street
Vancouver, Washington 98860
for use on the job known as OSHD Contract
#7567; Lombard Street - Jamieson Road
Sales Order 5247-10

This release covers our billing through
June 25, 1972, paid in full.

ECONOLITE, A Division of
Tamar Electronics, Inc.

By Richard Cazis
Richard Cazis

Title Credit Manager

cc: Olson Electric
F. Query, State of Oregon ✓
Travelers Insurance
E. Gossack

RECEIVED
JUL [illegible]0 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

3360 E. LA PALMA ANAHEIM, CALIFORNIA 92806 (714) 630-3700
A Division of Tamar Electronics, Inc.
A Quality Company of LTV Ling Altec, Inc.

5

RECEIVED
JUL 20 1972
FOR FILING

7567

July 20, 1972

Burlington Northern, Inc.
Burlington Northern Building
176 East Fifth Street
St. Paul, Minnesota 55101

ATTN: Mr. K. E. Wyckoff, Director
Public Works Planning

Gentlemen:

All work under Contract No. 7567, Lombard St.-Jamieson Road (Beaverton) Section of the Beaverton-Hillsdale highway in Washington County was completed July 6, 1972.

In accordance with the agreement with your company, final billing for flagging and other protective services on this project is to be submitted on or before November 3, 1972.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

VG:dg

cc Mr. H. F. May
Regional Manager of Engineering
Burlington Northern, Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

bc Jess Jones
T. H. Litchfield

STATE COPY S

OREGON STATE
HIGHWAY DIVISION

7567

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 19, 1972

Federal-aid Project
No. [illegible]-198(8)

cy Const. 8-14-72

TO
G. L. Green, Acting Division Engineer
XXXXXXXXXXXXXXXXXXXXXX
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
R. D. ASBURRY
by
L. H. Young
Programing Engineer

NOTED
A. E. JOHNSON

SUBJECT
Request: Contract Acceptance

Contract 7567 Work Completed July 6, 1972

Project Lombard St.-Jamieson Road (Beaverton)

Highway Beaverton-Hillsdale

County Washington

NOTED
E. B. KLABOE

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 8-2-72

Conditions not acceptable: None

G. L. Green
Acting Division Engineer

RECEIVED
AUG 14 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

V.G. kds

al

cc: Tom Edwards
L. H. Young

RECEIVED
AUG 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

S

RECEIVED
JUL 17 1972
FOR FILING

7567

July 14, 1972

Mr. M. J. Dietrich
20055 SW Santa Rosa Court
Aloha, OR 97005

571

Dear Mr. Dietrich:

Your recent letter addressed to Mr. Glenn Jackson (Chairman of the State Highway Commission) was referred to our staff for reply. We understand that you had discussed the problem with the Resident Engineer in charge of the recently completed reconstruction of the Lombard Street-Jamieson Road Section of the Beaverton-Hillsdale Highway which passes your lot.

The lot markers which may have existed previously along the highway would, of course, no longer signify an ownership boundary. The ownership has changed; compensation was made for the property and it is now used for highway purposes.

The re-establishment of section, subdivision, or lot corners cannot legally be done by any engineer unless he is able to certify that such establishment has been correctly accomplished. No engineer can truthfully certify that a lot corner is correctly placed unless and until he has verified the authenticity of the original corner by checking the base survey from which the original point was set. For these reasons, the Highway Division only monuments its right-of-way controls as required by law.

The limits of the new highway right-of-way have been marked. If necessary, our people would be glad to clarify these for you.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

cc George M. Baldwin
Tom Edwards
A. E. Johnson
C. T. Keasey
D. H. Moehring
L. W. Rulien
JAB:fw/TE:ms

FORM E-30 (REV. 10-66)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1972

SUBJECT: Dietrich Lot Corners
Lombard St.-Jamieson Road Section
Beaverton-Hillsdale Highway
Assignment AEJ-571

To: A. E. Johnson
Assistant State Highway Engineer
BUILDING

Enclosed is your file on the subject complaint together with a report from John Bond who has researched the matter along with another similar case from Sweet Home in 1967.

Our obligations are quite cloudy in this area, but it does not appear that we are required to set new lot corners unless it is specified in the right of way obligations.

I recommend that we hold to this position. It would be very expensive to do otherwise.

A suggested rough draft reply for Mr. Jackson's signature is attached.

CT Keasey

C. T. Keasey
Construction Engineer

CTK:fr
Enc.

RECEIVED
JUL 11 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1972

To: C. T. Keasey
Construction Engineer

SUBJECT: Lombard St.-Jamieson Road Section
Beaverton-Hillsdale Highway
Dietrich Lot Corners

FROM:
John A. Bond
Construction Administration Engineer

Mr. Dietrich's letter to Chairman Jackson again brings up an old problem on which the State has no firm policy from which to give a convincing and logical answer. Mr. Dietrich's lot is subdivided property and is but one of many on both sides of the highway for a considerable distance where narrow strips were acquired for our widening. Mr. Dietrich already had discussed his request for re-establishing the old lot corners with the Resident Engineer.

The Region reports our new highway right of way is monumented in the vicinity in accordance with our usual policy of only marking our longitudinal right of way limits from our centerline descriptions. This, of course, doesn't show Mr. Dietrich where his old or new lot corners are.

The standard reference in this situation is our Construction Manual, Section 4.5.17, a copy of which is attached. This section concerns land survey monuments and apparently makes a subtle distinction between ordinary property corners and survey monuments, several examples of which are mentioned.

We particularly note that Mr. Dietrich mentions having contacted "Mr. Sullivan, Washington County Counsel". We gave a copy of Mr. Dietrich's letter to Mr. Lindas seeking to find out what legal basis there is for Mr. Dietrich's position. So far, all we can find is ORS 209.50, a copy of which is attached, and which is also included in the Oregon Highway Laws book. We believe that this law, revised in 1965, merely describes the required mechanics of carrying out legal property surveys and does not necessarily impose the legal obligation to relocate disturbed corners. Mr. Lindas does not necessarily share this viewpoint.

A parallel situation to this arose in Sweet Home in 1967. After considerable study and turmoil, the State took the position in the attached copy of Mr. Klaboe's October 11, 1967 letter which in substance says we would set our right of way

SP*52479-724

only and not intersecting corners. I have also checked with Mr. Oakes in our Right of Way Section who reviewed the Dietrich file and discussed this problem with Mr. Moehring. Relocation of these corners was not set forth in our transaction. They take the position that the loss of the former lot corners is a part of the value the State paid.

I have also discussed this type of problem with two Region Engineers and find differences of opinion as to what the State's response should be. In one respect, there seems to be an inequity in obliterating a property owner's means of showing the limits of his ownership. On the other hand, when the State acquires the strip of property, they are no longer corners.

We frankly find it very difficult to compose a letter to Mr. Dietrich that the Chairman could be expected to sign, but attached is an attempt.

JAB:fw
Enc.

RECEIVED
JUL 11 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

20055 SW Santa Rosa Ct.
Aloha, Or. 97005

June 15, 1972

Mr. Glen Jackson
State Highway Dept.
Highway Building
Salem, Or. 97310

Dear Mr. Jackson:

On Feb. 2, 1971, I sold to the Oregon State Highway Dept. a 5-ft. wide strip of land to facilitate widening of the Beaverton-Hillsdale Hwy., Beaverton-Jamieson Road Sec.---Beaverton-Hillsdale Hwy., file 38013.

Apparently under the direction of the Resident Engineer Mr. McNamee the corner stakes of my lot on the north side, on the portion sold by me, were either removed or paved over.

Both my wife and I had visually inspected these stakes when we bought the property in the spring of 1963 and no improvements or other changes were made in the area of these stakes during the time we owned this property.

I have been advised by Mr. Sullivan, Washington County Counsel, that corner stakes of lots are monuments and by law must be replaced, if disturbed.

I have now sold the lot in question and the buyer demands that the north side stakes be replaced. Please advise when these stakes will be replaced as required by law. The highway work in this area has been completed.

I would appreciate an early answer.

Very truly yours,

M. J. Dietrich

Routing
Keasey
/ Bond
Walker
Johnsen
Pease
Glenn
Litchfield
Berg

RECEIVED
JUN 20 1972
CONSTRUCTION SECTION

Noted
GARY L. ROSS

16-B-5

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 11, 1967

SUBJECT: R/W File 38535 - H. Speer
Sweet Home-Foster Section
Santiam Highway

To:
Mr. F. D. Morgan
Construction Engineer
BUILDING

You recently forwarded a request from Mr. Wimer that we negotiate to pay Mr. Speer for resetting property corners possibly destroyed by our construction in front of his property.

I believe that we should resist this request and advise Mr. Speer that we would be glad to set a pin on our right-of-way line but that we cannot establish property corners between properties intersecting our line. I refer you to Article 4.5.17 of the Construction Manual which contains instructions concerning this matter.

F B Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Asburry provided with copy

Routing
V Morgan M
Decker
Rond
| Barbee B
Walker
Glenn
Swan

Pease E
Morel
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
OCT 1[illegible] 1967
CONSTRUCTION
DIVISION

209.180 Apportioning costs of survey among land owners. The county surveyor shall apportion the costs of the original survey among the landowners requesting the same, who shall be liable to the county surveyor therefor, according to their respective interests.

209.190 County line surveys. In any survey affecting a county line, the surveyor who may be called on to make the survey shall serve notice upon the county surveyor of the adjoining county, and they shall agree upon a time. They shall each serve notice upon the landowners of their respective counties who are interested in such survey, in the same manner as provided in ORS 209.160 and 209.170. They shall make such survey in the same manner as other surveys and each surveyor shall file a copy of the plat and field notes of the survey in the county surveyor's office.

209.200 Resurvey of government-surveyed lands. In the resurvey of lands surveyed under the authority of the United States, the county surveyor shall observe the following rules:

(1) Section and quarter-section corners, and all other corners established by the government survey, must stand as the true corners.

(2) They must be re-established at the identical spot where the original corner was located by the government survey, when this can be determined.

(3) When this cannot be done, then such corners must be re-established according to the government field notes, adopting proportionate measurements where the present measurements differ from those given in the field notes.

209.210 Employment of chainmen and other help; compensation. (1) Each county surveyor shall employ disinterested persons to act as chainmen. The county surveyor also may appoint markers, flagmen and rodmen.

(2) The expenses of the chainmen, markers, flagmen and rodmen shall be paid in advance, if required by the county surveyor or his deputy, by the party on whose application the survey may be made, and the money so advanced shall be accounted for by the surveyor, and the amount expended to be taxed on the bill of costs.

(3) Necessary chainmen shall receive $5 per day for the time actually employed, but when common labor rates in a locality are such as to make it necessary, in the judgment of the county surveyor, such chainmen may be paid the customary wages for common labor plus $1 per day. Other assistants necessary in making any survey shall receive the wages customarily paid to common labor at the time in the locality, to be determined by the county surveyor. However, the party ordering the survey may supply such common labor, at his own expense.

209.220 Oath taken by chainmen and markers. Each chainman and marker employed by the county surveyor or his deputy shall, before commencing the duty assigned him, take an oath or affirmation faithfully and impartially to execute the duties of his employment. The county surveyor or his deputy shall administer the oath or affirmation of each chainman and marker.

209.230 Materials and equipment for certain purposes. The county surveyor shall procure at the expense of the county the materials and requisites for carrying into effect ORS 209.100 to 209.240. The county court shall pay for the same and all expenses incurred therein out of the general fund of the county.

209.240 Fees of surveyor. For taking the variation of the magnetic needle, and recording and making report of the same, for making and recording all calculations of areas of land required by law, for the necessary attendance at the regular meetings of the county court, when required by the court, for making plans, specifications, superintending or inspecting public work under ORS 209.100 to 209.240, the county surveyor shall receive the same fees as allowed for making surveys, which fees shall be paid out of the county treasury bimonthly upon order of the county court.

209.250 Registered engineers and land surveyors to file field notes and map with surveyor; map specifications. (1) Any registered engineer or any registered land surveyor making a survey of lands within this state wherein he establishes or re-establishes a corner or corners shall, within 30 days thereafter, file complete field notes and a map of such survey with the county surveyor, who promptly shall file and index them. Such notes shall thereafter be a public record in the office of the county surveyor. However, it is not necessary to file field notes and maps for surveys reestablishing lot corners in previously platted subdivisions, the maps and field notes for which are on file and the lot and block corners for which were established and marked after July 1, 1947, in conformity with ORS 92.010 to 92.090 and 92.100 to 92.160.

(2) Such field notes shall be in a written narrative form as provided for the county surveyor in ORS 209.070. Such map shall be made in sizes of 8½ inches by 13 inches or multiples thereof, and be of a permanent type of reproducible tracing. Maps shall show the following:

(a) Location of survey by one-fourth section and Donation Land Claim, Township and Range.

(b) The date of survey.

(c) Scale of drawing and North Point.

(d) Basis of bearings, if available.

(e) Initial point of survey, giving ties to corner or corners of record.

(f) All bearings or measured angles and distances separately indicated from those of record.

(g) All monuments set and their relation to older monuments found. A detailed description of monuments found and set shall be included and all monuments set shall be separately indicated from those found. Any additional information shall be typed or printed in narrative form upon similar quality tracing paper as that of the map and shall be 8½ inches by 13 inches in size. If typed, the tracing shall be backed with smudge-proof carbon.

(3) The license of any registered engineer or registered land surveyor failing to comply with the provisions of subsections (1) and (2) of this section shall be subject to revocation.

(4) Any state agency, board or commission, special district or municipal corporation making a survey of lands within this state shall comply with this section.

[Amended by 1963 c.555 §1; 1965 c.542 §1]

209.990 Penalties. (1) Violation of ORS 209.150 is punishable, upon conviction, by a fine of not less than $25 and not more than $50, and the costs of suit and re-establishment of the corner or witness.

(2) Any county surveyor failing to perform the duties required of him by ORS 209.020 to 209.090 shall be fined not exceeding $100, to be recovered by action of debt at the suit of the injured party.

CERTIFICATE OF LEGISLATIVE COUNSEL

Pursuant to ORS 173.170, I, Sam R. Haley, Legislative Counsel, do hereby certify that I have compared each section printed in this chapter with the original section in the enrolled bill, and that the sections in this chapter are correct copies of the enrolled sections, with the exception of the changes in form permitted by ORS 173.160 and other changes specifically authorized by law.

Done at Salem, Oregon,
on November 15, 1965.

Sam R. Haley
Legislative Counsel

4.5.17 Re-establishing Land Survey Monuments

Land survey monuments such as DLC corners, section corners, Government lot corners, exterior subdivision corners, city street monuments, county road monuments, etc., shall be preserved if at all possible. It is not necessary to preserve those points, which previous to the purchase of the right of way, served as property corners or subdivision lot corners, unless they also serve as basic survey points. When it becomes necessary to re-establish a monument, the controlling agency shall be notified in ample time to make arrangements for it to be referenced. The engineer should offer full cooperation with the agency doing the work. If the controlling agency concurs, State forces may set references. In this case copies of the reference notes must be transmitted to the responsible agencies. In no event shall construction proceed until the monuments have been properly referenced.

Whenever possible the monument shall be reset in its original position using a bronze disk in concrete. When this falls on the pavement of the highway, a standard valve manhole shall be used.

Whenever a monument falls within the access control area of a freeway, whether or not it is destroyed, references with azimuth marks shall be set outside the access control lines on both sides of the highway. The azimuth marks may also be center line reference monuments. A monument destroyed within the access control lines shall also be reset in its original position whenever possible.

SECTION 6. CONSTRUCTION METHODS

4.6.1 Embankment and Subgrade Materials

The placement of earthwork is one of the most important phases of highway construction and it is divided into two separate functions, the first being the stabilization of foundation areas and the second the placement of the embankment itself.

The preparation of the subgrade will be fully covered by the plans and specifications. Special care shall be taken to see that proper compaction is obtained at points along the grade where the roadbed changes from cut to fill, and at places where fill material is deposited against previously compacted material or against structures.

Whenever approach fills to structures are built prior to the construction of the structure, care should be taken that the ends of the fills be finished to the exact slope called for in the plans.

RECEIVED

ECONOLITE Solving Tomorrow's Traffic Problems...Today

7567

June 26, 1972

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Subject: Olson Electric Company
710 West Eighth Street
Vancouver, Washington 98860

Project: OSHD: Contract #7567; Lombard Street - Jamieson Road

Gentlemen:

This letter is for your information and is a follow-up of our Notice on file with you. We are merely notifying you to keep in mind that we will look to you for payment if necessary.

The total amount billed and still outstanding as of June 23, 1972 is $2,702.83, subject to change order.

Very truly yours,

ECONOLITE, A Division of
Tamar Electronics, Inc.

Richard Cazis
Richard Cazis
Credit Manager

rc/km

cc: Olson Electric
F. Query, State of Oregon ✓
Travelers Insurance
E. Gossack

NOTED
FLOYD QUERY

RECEIVED
JUN 29 1972
OREGON
STATE HIGHWAY COMMISSION

3360 E. LA PALMA ANAHEIM, CALIFORNIA 92806 (714) 630-3700
A Division of Tamar Electronics, Inc.
A Quality Company of LTV Ling Altec, Inc.

RECEIVED
JUN 20 1972
FOR FILING

7567

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 20, 1972

TO
G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
by
L. H. Young
Programing Engineer

SUBJECT
Notification Request Contract Wrok Completed
Federal-aid Project No. SU-198(8)

Contract 7567, Work Completed June 13, 1972

Project Lombard St.-Jamieson Road (Beaverton)

Highway Beaverton-Hillsdale

County Washington

VG:dg

RECEIVED
JUN 7 - 1972
FOR FILING

ECONOLITE Solving Tomorrow's Traffic Problems...Today

7567

June 5, 1972

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Subject: Olson Electric Company
710 West Eighth Street
Vancouver, Washington 98860

Project: OSHD: Contract #7567; Lombard Street - Jamieson Road

Gentlemen:

This letter is for your information and is a follow-up of our Notice on file with you. We are merely notifying you to keep in mind that we will look to you for payment if necessary.

The total amount billed and still outstanding as of May 21, 1972 is $2702.83, subject to change order.

Very truly yours,

ECONOLITE, A Division of
Tamar Electronics, Inc.

Richard Cazis

Richard Cazis
Credit Manager

rc/km

cc: Olson Electric
F. Query, State of Oregon
Travelers Insurance
E. Gossack

RECEIVED
JUN 7 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
LLOYD QUERY

A Division of Tamar Electronics, Inc.
A Quality Company of LTV Ling Altec, Inc.
3360 E. LA PALMA ANAHEIM, CALIFORNIA 92806 (714) 630-3700

RECEIVED
JUN 5 - 1972
[illegible]

ECONOLITE Solving Tomorrow's Traffic Problems...Today

7567

May 31, 1972

Miss Rosaly Divens, Office Manager
Olson Electric Company, Inc.
P. O. Box 830
Vancouver, Washington 98660

Subject: May Statement $3,702.83

Dear Miss Divens:

Your letter of May 25, 1972 is acknowledged.

As I told you over the telephone, unless you specify where your payment is to be applied, we apply it on the oldest billing. Again, your recent payment of $1,000.00 was not identified by job or our sales order number. If you had not advised me that a check for $1,000.00 had been mailed and was for Prineville, I would not have known.

The total owing on your account is $2,702.83. As far as backcharges are concerned, Mr. Ed Gossack of our Salem office will have to handle these. I need his written approval.

Because all billing and payments are handled by computor, there cannot be any re-adjusting; however, and fortunately because there is such a small balance, the end result will be the same. Meanwhile, please identify your payments.

Very truly yours,

ECONOLITE, A Division of
Tamar Electronics, Inc.

Richard Cazis
Richard Cazis
Credit Manager

NOTED
LOYD QUERY

rc/km

cc: Cascade Construction
F. Query, State of Oregon ✓
Traveler's Insurance
E. Gossack

RECEIVED
JUN 5 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 11 1972
FOR FILING

7567

May 11, 1972

Econolite
3360 E. La Palma
Anaheim, California 92806

Attention: Richard Canis
Credit Manager

Gentlemen:

Thank you for a copy of your letter dated May 8, 1972, addressed to Cascade Construction Company, Inc., advising them that the total amount billed to Olson Electric Company and still outstanding as of April 25, 1972, is $3,702.83.

You state this is in reference to the Cascade Construction Company, Inc., Contract No. 7567 for work on Lombard Street-Jamieson Road in Beaverton on the Beaverton-Hillsdale Highway in Washington County.

Our records indicate that the original amount of this claim was for $7,780, which was filed with the Secretary of State on March 17, 1972.

This information will be noted in our records, and we will advise all other interested parties of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

bc Commission

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

CWH:dr

NOTED ON CARD
5-11-72 dW

ECONOLITE Solving Tomorrow's Traffic Problems...Today

May 8 , 1972

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Project: OSHD: Contract #7567; Lombard Street - Jamieson Road

Contractor: Olson Electric Company
710 West Eighth Street
Vancouver, Washington 98860

Gentlemen:

This letter is for your information and is a follow-up of our Notice on file with you.

The total amount billed and still outstanding as of April 23, 1972 is $3,702.83, subject to revision.

Very truly yours,

ECONOLITE, A Division of
Tamar Electronics, Inc.

Richard Cazis
Richard Cazis
Credit Manager

rc/km

cc: Olson Electric
F. Query, State of Oregon ✓
Travelers Insurance
E. Gossack

NOTED
FLOYD QUERY

RECEIVED
MAY 1 6 '72
OREGON
STATE HIGHWAY COMMISSION

3360 E. LA PALMA ANAHEIM, CALIFORNIA 92806 (714) 630-3700
A Division of Tamar Electronics, Inc.
A Quality Company of LTV Ling Altec, Inc.

RECEIVED
17 1972
FOR FILING

ECONOLITE Solving Tomorrow's Traffic Problems...Today

7567

April 12, 1972

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Attention: Mr. Morris

Project: OSHD Contract 7567; Lombard Street - Jamieson Road

Contractor: Olson Electric Company
710 West Eighth Street
Vancouver, Washington 98860

Gentlemen:

This letter is for your information and is a follow-up of our Notice on file with you.

The total amount billed and still outstanding as of March 26, 1972 is $3,480.00, subject to revision.

Very truly yours,

ECONOLITE, A Division of
Tamar Electronics, Inc.

Richard Cazis

Richard Cazis
Credit Manager

rc/km

cc: Olson Electric
F. Query, State of Oregon ✓
Travelers Insurance
E. Gossack, Econolite

NOTED
FLOYD QUERY

RECEIVED
APR 14 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Cec

3360 E. LA PALMA ANAHEIM, CALIFORNIA 92806 (714) 630-3700
A Division of Tamar Electronics, Inc.
A Quality Company of LTV Ling Altec, Inc.

RECEIVED

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7567

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

March 16, 1972

Oregon Electric Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Signal and Communication Line Adjustment
Lombard Street-Jamieson Road (Beaverton) Section
Beaverton-Hillsdale Highway
Washington County
Contract No. 7567
Project No. SU-198(8)

Gentlemen:

At the time work began on the above captioned project, in the Spring of 1971, it was not anticipated that any facilities owned by your company would be involved or adjustment would be necessary. However, as the project neared completion, to facilitate the installation of traffic signals at the intersection of the Beaverton-Hillsdale Highway with Lombard Street, it was found necessary to adjust your signal and communication lines in the vicinity of Railroad Station 593.

The adjustment, being of such a minor nature, was handled on a telephone basis with your representatives. Several calls were made, one of which was made on September 28, 1971, by the undersigned to your Mr. LaSalle. It is my understanding the adjustment was completed on January 20, 1972, and you are now in position to bill the State for the work completed.

This is to advise that you will be reimbursed for the actual cost of the work performed, in accordance with PPM 30-3 and all supplements thereto, upon receipt of a bill detailed sufficiently to identify the work performed.

NOTED
F. B. KLABOE

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl

cc: F. B. Klaboe
V. E. Skoog
L. W. Rulien
James McNamee
Jack Hesla

RECEIVED
MAR 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

c

RECEIVED
MAR 21 1972
FOR FILING

4652

FILED
MAR 17 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7567

March 15, 1972

Econolite
3360 E. La Palma
Anaheim, California 92806

NOTED ON CARD
3-20-72 RL

Attention: Richard Cazis
Credit Manager

Gentlemen:

This is to acknowledge receipt of a copy of your letter dated March 2, 1972, addressed to Cascade Construction Company, Inc., advising them that Olson Electric Company, Inc., owes you $7,780 as of February 20, 1972.

This appears to be in connection with the Cascade Construction Co., Inc., Contract No. 7567 for work on the Lombard Street-Jamieson Road (Beaverton) Section of the Beaverton-Hillsdale Highway in Washington County.

The Travelers Indemnity Company, 700 Main Street, Hartford, Connecticut 06108 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Cascade Construction Co., Inc.
The Travelers Indemnity Co.

Commission
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

ECONOLITE Solving Tomorrow's Traffic Problems...Today

March 2, 1972

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Project: OSHD Contract 7567; Lombard Street - Jamieson Road

Contractor: Olson Electric Company, Inc.
710 West Eight Street
Vancouver, Washington 98860

Gentlemen:

This letter is for your information and is a follow-up of our Notice on file with you.

The total amount billed and still outstanding as of February 20, 1972 is $7,780.00, subject to revision.

Very truly yours,

ECONOLITE, A Division of
Tamar Electronics, Inc.

Richard Cazis

Richard Cazis
Credit Manager

rc/km

cc: Olson Electric
State of Oregon ✓
Travelers Insurance
E. Gossack, Econolite

RECEIVED
[illegible] 6 -1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

3360 E. LA PALMA ANAHEIM, CALIFORNIA 92806 (714) 630-3700
A Division of Tamar Electronics, Inc.
A Quality Company of LTV Ling Altec, Inc.

RECEIVED
DEC 7 - 1971

FOR FILING
FORM S-30

SU-198(8)

7567

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1971

SUBJECT: Engineering Overrun

To:

Mr. L. W. Rulien
Regional Engineer
State Highway Division
P. O. Box 02157
Portland, Oregon 97202

NOTED
A. E. JOHNSON

The weekly construction report for the week ending December 4, 1971 for the Lombard Street-Jamieson Road Contract No. 7567, indicates that the project is 27 percent complete whereas the engineering is 78 percent expended.

Please take immediate steps to see that the engineering on this project is held to the absolute minimum.

F D Morgan
F. D. Morgan
Construction Engineer

EAP:fw

cc A. E. Johnson

RECEIVED
DEC 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 29 1971
FORM E-30
FOR FILING

SU-178(F)
7567

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1971

SUBJECT:

To: Mr. L. W. Rulien
Region Engineer
P.O. Box 02157
Portland, OR 97202

NOTED
A. E. JOHNS

It is noted on McNamee's weekly report of October 23 on the Lombard St.-Jamieson Road Contract No. 7567 that the project is only 20 percent complete while 74 percent of the engineering has been spent.

Please take whatever steps necessary to see that the engineering costs on this project are held to a minimum.

F. D. Morgan
Construction Engineer

By Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:fr

cc: A. E. Johnson

RECEIVED
OCT 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 9 - 1971

FOR FILING

SU- 198 (8)

7567

4i-2
10-29-71

October 26, 1971

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

The State Highway Commission at its meeting on October 19, 1971, granted you an extension of 109 days without assessment of liquidated damages on the early phase or roadway completion requirement of Contract No. 7367 for work on Lombard Street-Jamieson Road (Beaverton) Section of the Beaverton-Hillsdale Highway in Washington County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc F. D. Morgan
V. E. Skoog
L. W. Rulien
James McNamee

fkn:dr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7567 Contractor Cascade Construction Company, Inc.

Highway Beaverton-Hillsdale

Section Lombard St.-Jamieson Road

Kind of Work Grading, Paving and Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 109 days because of utility pole conflict.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 7567

Project designation SU 198(8)
State-Federal

Date awarded May 4, 1971

Work started September 11, 1971

Per cent completed 14% September 13, 1971
Date

No. of calendar ~~Workdays~~ Allowed a 120 b 250

No. of calendar ~~Workdays~~ Used 112

No. of Added Workdays Requested 109 A & B

[illegible]

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date September 8, 1971

Gentlemen:

a. 229

a. 120 - b. 250 We, the undersigned, respectfully request an increase in the number of workdays from days to b. 359 days, within which to complete our Contract No. 7567, without the assessment of liquidated damages. The said contract is described as follows: County-Washington Highway, Beaverton-Hillsdale Section; Lombard St. Jamieson Rd., Beaverton-grading, paving & signals. The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: SEE ATTACHED SHEET

Respectfully submitted,

Cascade Construction Company, Inc.
Contractor

By Pres.

CONSENT OF SURETY

Date September 10, 1971

We, The Travelers Indemnity Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Everett F. Weightler
Attorney-in-fact

(SEAL)

Resident Agent

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 23, 1971

SUBJECT: Lombard St.-Jamieson Road Section
Contract No. 7567
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Cascade Construction Company requests a 109-day extension of the contract time on this project because of utility conflicts. This is a $330,000 project for curbs and widening and a signal installation. The day count started May 24, 1971 with 120 days allowed for everything but the signals and 250 days overall. This anticipated a completion of all the road work in one season. The time was specified in straight calendar days (no winter dormant period) as the signal item could be performed in winter months after the materials were received.

Extensive relocation of utilities was required throughout the project. This involves poles on both sides and there is also a gas line, two water line and sewer lines within the project. The pole conflict has been the worst. Relocation of poles on the westerly third of the project only started September 9, 1971. This is apparently the date the contractor uses in deriving his request for 109 days as this is the number of days that elapsed between the start of the day count May 24 through September 9. Last week the project overall was only 15 percent complete.

The project obviously can't be completed this season and the second phase requirement allowing additional time for the signal is not necessary if the requested extension is granted on the main contract road work. We concur with the Resident and Region Engineers recommendations for the extension as requested. I will also suggest to the Region that they issue a stop work order later this fall when the road work is halted by poorer weather. This would conserve the remaining contract time until productive weather next year.

This is a Secondary project and specific Federal Highway Administration approval is not required. Liquidated damages would start to accrue at the rate of $100 per day after September 20, 1971. A rough draft letter to the Highway Commission is enclosed.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

FORM 2-30.

Routing
Morgan
Pease E
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
SEP 21 1971
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 20, 1971

SUBJECT: Lombard St.-Jamieson Road Section
Beaverton Hillsdale Highway
Contract no. 7567

To: Mr. F. D. Morgan
Construction Engineer
Salem

Enclosed find a request from the contractor on the subject project for an increase in time in which to complete the project without assessment of liquidated damages. The contractor based his request on delays due to extensive utilities relocation work, which in fact is not yet completed, however, a portion of the job is now available to the contractor where he can make a reasonable start.

This project is set up with dual completion dates. All work, except for the signal installation, is to be completed before the elapse of 120 calendar days. The signal installation is to be completed before the elapse of 250 calendar days. Of the 109 days requested by the contractor for completion of both units of work, Resident Engineer McNamee recommends 105 days be allowed on Unit "A" and no time allowed on Unit "B".

At this time, I concur completely with McNamee's recommendations. However, there have been some revisions to the signals, the effect of which cannot reasonably be determined at this time. Undoubtedly there will be another request forthcoming for additional time on this project. If for no other reason than because the project is set up on a calendar day basis and with winter starting up there is no way work can be completed this year. So time will continue through the winter months and will undoubtedly run out on both units of work before they can be completed.

Even though a second request is anticipated, I recommend consideration of the enclosed time extension request at this time, since there is no doubt in my mind but what the contractor is entitled to the time. It would be unfair to assess liquidated damages starting with the October estimate and continuing through the winter.

L. W. Rulien
Regional Engineer

by

A. C. Harwood
Regional
Construction Engineer

ACH/bd
att
cc J. W. McNamee

☐ ☐ ☐ ☐
DE ADE ADE OE
SEP 14 1971
☐ ☐ ☐
TE UE DES

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Tigard 97223
September 13, 1971

SUBJECT: Time Extension Request
Lombard St.--Jamieson Road
Beaverton-Hillsdale Highway
Contract 7567

To: Mr. L. W. Rulien
Regional Engineer
P. O. Box 02157
Portland 97202

ATTENTION: Mr. A. C. Harwood
Regional Construction Engineer

Enclosed are four (4) copies of completed Form E-320, Contractor's Request for Increase in Number of Workdays to Complete Construction Contract.

The contractor has requested an increase from a) 120 to 229 and b) 250 to 359, or 109 days, due to the project being tied up by extensive utility relocation work.

The contractor began work on the project May 17, 1971, clearing project to facilitate the utility relocations. This work was completed sufficiently May 18, 1971. Some clearing is still remaining but will be performed along with the grading.

The drainage subcontractor has completed about 63 per cent of the storm sewer on the project, but this work could have waited for the grading and did cost the subcontractor extra to excavate from existing ground to subgrade on the trunk line.

The project is now about 14 per cent complete, work being performed on clearing, drainage, and temporary protection and direction of traffic.

The temporary signing and clearing work performed was necessary prior to grading operations and this work consumed four days, two days on each item.

Portland General Electric Company and General Telephone Company removed their poles on the west end of the project on September 9, 1971, thereby permitting the commencement of grading on September 10, 1971. The contractor actually began work September 11, 1971.

We have charged 109 calendar days through September 9, 1971. If we would subtract four days for work accomplished on temporary signing and clearing the increase in contract time would be 105 days.

This is a potential claim situation - higher wages, etc. next year. - Would be better in the record to agree with request as made. J.B.

Might as well allow full 109. Some re-mobilization time could easily be allowed. J. Bond

This project was set up with two contract times for completion of the work; a) all work except installation of the traffic signals shall be completed before the elapse of 120 calendar days, and b) all work shall be completed before the elapse of 250 calendar days.

No construction work on the traffic signals has commenced, yet. However, I believe that the extra 130 days was to allow the contractor to obtain the required traffic signal materials and in my opinion this has not been delayed due to utility relocation.

Therefore, I recommend that the contractor be granted an increase of 105 days to complete the grading and paving on the project and the request for an increase in time to complete the traffic signals be denied.

James W. McNamee
Resident Engineer

JWM:mcp

Enclosures

September 8, 1971

Mr. James McNamee, Resident Engineer
Oregon State Highway Department
1249 S. W. Pacific Highway
Tigard, Oregon 97223

Re: Contract 7567

Dear Sir:

We have been unable to perform any work on the above project, except for a very limited amount of drainage construction, because of the extensive utility relocation required. At the present time it appears that the utility relocation will have progressed sufficiently on the west end of the project for us to commence construction of a portion of the work on September 13, 1971. We expect continued hindrance from the utility relocations for some time on the work east of S. H. 217.

The calendar workday charge for this project began on May 24, 1971. We request that a new beginning date of calendar day charges be established as of September 13, 1971, which is the anticipated date that sufficient area is available to our work forces for normal construction operations.

This project was bid in the spring of 1971 in order for the contractor to perform the work during the best construction season weather. It is apparent now that we have missed the opportunity to work during the best weather. We wish to state that the delay caused by the utility relocation causes the work to be started at a time when further delays will be encountered due to adverse weather conditions. This is compounded by the anticipated future delays east of S. H. 217 caused by the remaining utility relocation. We must face the hard fact that completion of this project will be delayed until the summer of 1972. Therefore, additional time will be requested at a later date.

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Orville Dunigan

Orville Dunigan

OD/ki

RECEIVED
SEP 30 1971
FOR FILING

SU-198(8)
7567

September 29, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 2
October 19, 1971 meeting

Gentlemen:

Cascade Construction Company, contractor on the Lombard Street-Jamieson Road Section of the Beaverton-Hillsdale Highway in Washington County, Contract No. 7567, requests a 109-day extension of the contract time because of utility conflicts.

Extensive relocation of utilities was required throughout the project. This involves poles on both sides and there are also a gas line, two water lines and sewer lines within the project. The pole conflict has been the worst. Relocation of poles on the westerly third of the project only started September 9, 1971, or 109 days after the contract time started.

I recommend extension of the 109 days as requested and applicable to only the early phase or roadway completion requirement. The overall contract completion requirement of 250 days which includes a signal installation will remain the same. Liquidated damages would accrue at the rate of $100 per day after September 20, 1971. This is a Federal-aid Secondary project and specific Federal Highway Administration concurrence is not required.

This matter will be on the agenda for your consideration at the October 19 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

JAB:fw kw
cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
L. W. Rulien

RECEIVED
JUL 16 1971
FOR FILING

ECONOLITE Solving Tomorrow's Traffic Problems...Today

SU-198 (2)
7567

REGISTERED MAIL RETURN
RECEIPT REQUESTED
July 13, 1971

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Subject: Olson Electric Company, Inc.
710 West Eighth Street
Vancouver, Washington 98660

Project: OSHD Contract #7567; Lombard Street - Jamieson Road

Gentlemen:

Econolite has an existing order from Olson Electric Company, Inc. for Signal and/or Lighting equipment for the above named project for which the total sum to be billed is $17,780.00, subject to revision.

We are merely notifying you to keep in mind that we will look to you for payment if necessary.

We wish to advise that this Notice is in no way to be construed as casting a reflection on the financial responsibility of Olson Electric Company, Inc.. This Notice is merely a routine matter and is being done within the framework of our policy and in compliance with the State of Oregon Bond Law of June 12, 1957

Very truly yours,

ECONOLITE, A Division of
Tamar Electronics, Inc.

Richard Cazis
Richard Cazis
Credit Manager

rc/km

cc: Olson Electric
Travelers Insurance
Oregon State Hwy. Dept.
L. Keyser

RECEIVED
JUL 16 971
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

A Division of Tamar Electronics, Inc.
A Quality Company of LTV Ling Altec, Inc.

3360 E. LA PALMA ANAHEIM, CALIFORNIA 92806 (714) 630-3700

RECEIVED
[illegible]

FOR FILING

SU-198(8)
7567

July 6, 1971

Econolite
3360 E. La Palma
Anaheim, California 92806

Attn: Richard Cazis
Credit Manager

Gentlemen:

As requested in your letter of June 30, 1971, we are enclosing photocopies of the Labor and Material Bonds for Contract No. 7547 for a traffic signal installation on 6th Street at Morgan Lane in the City of Grants Pass and Contract No. 7567 for work on Lombard Street-Jamieson Road in the City of Beaverton.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ses
Enc.

A Division of Tamar Electronics, Inc.
ECONOLITE
A Quality Company of LTV Ling Altec, Inc.
3360 E. LA PALMA ANAHEIM, CALIFORNIA 92806

June 30, 1971

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Department
Salem, Oregon

Attention: Traffic Engineer

Project: OSHD: Lombard Street - Jamieson Road; Contract #7567
Contractor: (sub) Olson Electric

Gentlemen:

Econolite has or will be supplying materials for the above named project. We would like the following information to complete our records.

We hereby request a photocopy of the Labor and Material Bond. We will accept any charges for this service.

Very truly yours,

ECONOLITE, A Division of
Tamar Electronics, Inc.

Richard Cazis
Richard Cazis
Credit Manager

km

******PLEASE RETURN THIS LETTER WITH THE PHOTOCOPY OF THE BOND.******
THANK YOU.

NOTED
FLOYD QUERY

Kathi

RECEIVED
JUL 6 1971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
UTILITY UNIT

FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

SU-178(8)

7567

NOTED
A. E. JOHNSON

June 2, 1971

West Slope Water District
3105 S. W. 89th Avenue
P. O. Box 25140
Portland, Oregon 97225

Re: Water Facility Adjustment
Lombard Street-Jamieson Road Section
Beaverton-Hillsdale Highway
Washington County

ATTENTION: Mr. Robert W. Appleby

Gentlemen:

Reference is made to our letter of April 20, 1971, which approved the lump sum estimate for the adjustment of your water facilities in conflict with the construction of the subject project.

Reference is also made to your telephone conversation of May 21, 1971, with Mr. Jack Hesla, Metropolitan Utility Engineer, concerning the adjustment of the regulator vault cover at 99th Avenue. As a result of your conversation with Mr. Hesla, it was agreed that Item C of your estimate dated April 5, 1971, would be deleted. The regulator vault cover will now be adjusted as part of the State contract.

The estimated cost, as contained in your estimate, for the adjustment of your pressure regulator vault cover was $91.00. Your original estimate of $3828.85 is therefore reduced to a lump sum of $3737.85. Reimbursement will be made upon completion of your adjustments and receipt of a statement of charges.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
V. L. Gallagher (2)
V. E. Skoog
L. W. Rulien
James McNamee
Don Adams
Jack Hesla

RECEIVED
JUN 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 24 1971
FOR FILING

SU-198(8)
7567

May 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7567
Prefix 34-1052
FAP SU-198(8)

Dear Sir:

The work under Contract No. 7567, Lombard Street-Jamieson Road (Beaverton) Section of the Beaverton-Hillsdale Highway in Washington County, was started on May 17, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

VG:fw

Mc

EC
MAY 2
OR F

SU-198(8)
7567

May 20, 1971

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7567 for work on the Lombard Street-Jamieson Road (Beaverton) Section of the Beaverton-Hillsdale Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
James McNamee

RECEIVED
[illegible] 1971
UTILITY UNIT
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 PHONE 378-6511

SU-198(8)
7567

May 19, 1971

Unified Sewerage Agency of
Washington County
326 N. E. Lincoln Street
Hillsboro, Oregon 97123

RE: Sewer Manhole Adjustment
Lombard St.-Jamieson Rd. Section
Beaverton-Hillsdale Highway
Washington County
Contract No. 7567

ATTENTION: Mr. James A. Gilmer

NOTED
A. E. JOHNSON

Gentlemen:

Reference is made to our letter of April 20, 1971 which set forth eighteen (18) sewer manholes as being in conflict with the proposed construction of the subject project and established the basis for adjustment cost reimbursement.

The adjustment of the eighteen (18) manholes has been included in the State's contract for this project as part of the bid item "Adjusting Manholes".

The State's contract has been awarded to the low bidder, Cascade Construction Company, Inc. Their bid for "Adjusting Manholes" is $50.00 each. Therefore, in conformance with the terms of our letter of April 20, 1971, the Agency will be requested to pay $750.00 for the adjustment of the fifteen (15) manholes located on public road right of way upon completion of the adjustments.

If further information or assistance is required, please contact this office.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
MAY 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:fw
cc: A. E. Johnson
V. E. Skoog
L. W. Rulien
James McNamee
Jack Hesla

NOTE TO MR. McNAMEE: Please notify this office upon the completion of sewer manhole adjustments.

F7547

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

C

MONTHLY TRANSACTION NO. 5-51	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 5-13-71	STATE Oregon
		COUNTY Washington
PROJECT REPORT NO. 2		PROJECT NO. SU-198(8)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 10 Beaverton Lombard St. E. 1.33 Mi.
Lombard Street-Jamieson Road (Beaverton)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-31-71	1.269
OTHER *(Specify)*		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT $ 351,055.00	FEDERAL FUNDS $ 223,095.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By ______________________
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer May 13, 1971

FORM PR-2 (REV. 1-70)

PREVIOUS EDITIONS ARE OBSOLETE

Federal-Aid
Project No. SU-198(8)

Oregon State Highway Division

LOMBARD STREET-JAMIESON ROAD (BEAVERTON) SECTION

BEAVERTON-HILLSDALE HIGHWAY, WASHINGTON COUNTY

Salem, Oregon, May 5, 1971

Project agreement estimate.

Type Code 6203
Roadway (Sta. 80+00 to Sta. 147+00)

Temporary Protection and Direction of Traffic	All Required		$ 10,857.99
Clearing and Grubbing	All Required		6,200.00
Removal of Structures and Obstructions	All Required		1,450.00
Borrow Excavation	850 cu.yd.	2.90	2,465.00
General Excavation	2,900 cu.yd.	4.60	13,340.00
Trench Excavation	2,000 cu.yd.	4.00	8,000.00
Watering	170 M-gal.	3.50	595.00
Bituminous Base Mixture	3,650 ton	6.33	23,104.50
Asphalt in Bituminous Base Mixture	200 ton	35.00	7,000.00
1" - 0 Aggregate Base	2,470 cu.yd.	4.55	11,238.50
Class B Asphalt Concrete Mixture	11,850 ton	6.33	75,010.50
Asphalt Cement in Mixture	770 ton	35.00	26,950.00
Asphalt in Tack Coat	10 ton	100.00	1,000.00
Class A Concrete in Box Culverts	48 ton	98.00	4,704.00
Reinforcement in Box Culverts	7,300 lb.	.17	1,241.00
8-inch Sewer Pipe	900 lin.ft.	4.00	3,600.00
12-inch Sewer Pipe	1,700 lin.ft.	4.50	7,650.00
15-inch Sewer Pipe	600 lin.ft.	6.00	3,600.00
18-inch Sewer Pipe	1,300 lin.ft.	7.00	9,100.00
Extra for Pipe Under Pavement	660 lin.ft.	4.00	2,640.00
Concrete Manholes	14 only	400.00	5,600.00
Concrete Inlets, Type CG-1	46 only	140.00	6,440.00
Concrete Walks	180 sq.yd.	4.95	891.00
Concrete Driveways	1,250 sq.yd.	5.95	7,437.50
Concrete Curbs	330 cu.yd.	41.00	13,530.00
Adjusting Manholes	38 only	50.00	1,900.00
Roadside Seeding and Mulching	1 acre	500.00	500.00
Revise Existing Sign Installations	All Required		900.00
Sign Support Footings	All Required		2,200.00
Sign Illumination Electrical Service	All Required		764.00
Traffic Signal Installation, Complete	All Required		39,891.00
			$299,799.99

Flagging (60% of Contractor's Cost)	All Required	$ 9,000.00
Temporary Erosion Control	All Required	500.00
		$ 9,500.00

Subtotal	$309,299.99
Engr. & Cont.	41,755.01
Total	$351,055.00

Length of Project - - - - - - 1.269 Miles
Cost of Roadway Per Mile- - - $276,639.09

Federal Funds -	$223,095.00
State Funds -	127,960.00
Total	$351,055.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7567

Prefix: 34-1052

LOMBARD ST.-JAMIESON RD. (BEAVERTON) SECTION

OREGON PROJECT NO. SU-198(8)

Nonparticipating - State Work

Setting Mailbox Posts	20 only	10.00	$ 200.00
Furnish Mailbox Posts	All Required		150.00
Permanent Pavement Striping	All Required		800.00
Temporary Pavement Striping	All Required		200.00
Adjust Utilities	All Required		5,000.00
			$ 6,350.00

RECEIVED
MAY 12 1971

FOR FILING

SU-198(8)
7567

May 12, 1971

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

Enclosed are three copies of Contract No. 7567 for $299,999.99 awarded to you by the State Highway Commission on May 4, 1971, for work on the Lombard Street-Jamieson Road Section in Beaverton of the Beaverton-Hillsdale Highway in Washington County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day counts on this contract will begin May 24, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
James McNamee

RECEI
MAY 5 - 1971
FOR FIL

SU-198(8)
7567

May 5, 1971

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

The State Highway Commission on May 4 awarded to you State Highway Contract No. 7567 in the amount of $299,999.99 on the Lombard Street-Jamieson Road (Beaverton) Section of the Beaverton-Hillsdale Highway in Washington County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Frank Morgan
I. B. Merchant
L. W. Rulien
James McKenna
Wm. Geibel (SAIF)

RECEIVED
UTILITY UNIT
MAY 5 - 1971

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

SU-198(8)

7561

NOTED
A. E. JOHNSON

April 20, 1971

Unified Sewerage Agency of
Washington County
326 N. E. Lincoln Street
Hillsboro, Oregon 97123

Re: Sewer Manhole Conflict
Lombard Street-Jamieson Road Section
Beaverton-Hillsdale Highway
Washington County

ATTENTION: Mr. James A. Gilmer

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on April 30, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted.

Attached hereto is a list of conflicting manholes totaling eighteen (18) in number. Fifteen (15) of the manholes are located on public road right of way and three (3) are on private property. Reimbursement can be made for the cost of adjusting those manholes located on private property. Reimbursement is made pursuant to State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

The State has included the adjustment of your conflicting manholes as a bid item in the State's proposed construction contract for the subject project. Upon award of the State's contract, the Agency will be notified of the unit bid price for "Adjusting Manholes". The Agency will be billed, at unit bid price, for the adjustment of the fifteen (15) manholes located on public road right of way upon completion of the adjustments.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits. Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof.

Further information concerning construction details may be secured from Mr. James McNamee, P. O. Box 23324, Tigard, Oregon 97223, telephone 639-7281. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Jack Hesla, 5821 N. E. Glisan Street, Portland, Oregon 97213.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures

cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
James McNamee
Jack Hesla

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LIST OF CONFLICTS

Utility: United Sewera[illegible] Agency
Project: Lombard Street-Jamieson Road
Highway: Beaverton-Hillsdale
County: Washington

Sheet_____ of _____ Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Manhole	86+35	38'	S		X	Adjust 12' Sanitary sewer
Manhole	89+50	35'	S		X	Adjust
Manhole	92+80	35'	S		X	Adjust
Manhole	91+50	28'	N	X		Adjust
Manhole	95+00	25'	N	X		Adjust
Manhole	98+15	25'	N	X		Adjust
Manhole	101+65	25'	N	X		Adjust
Manhole	104+40	25'	N	X		Adjust
Manhole	107+00	25'	N	X		Adjust
Manhole	110+80	25'	N	X		Adjust
Manhole	113+45	25'	N	X		Adjust
Manhole	116+05	25'	N	X		Adjust
Manhole	119+35	22'	N	X		Adjust
Manhole	121+10	20'	N	X		Adjust
Manhole	122+55	40'	N	X		Adjust
Manhole	126+05	38'	N	X		Adjust
Manhole	129+80	40'	N	X		Adjust
Manhole	131+20	40'	N	X		Adjust

UTILITY UNIT

RECEIVED
MAY 5 - 1971
FOR FI

A. E. JOHNSON

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

SU-198(8)

7567

April 20, 1971

Northwest Natural Gas Company
123 N. W. Flanders Street
Portland, Oregon 97209

Re: Natural Gas Facilities Conflict
Lombard Street-Jamieson Road Section
Beaverton-Hillsdale Highway
Washington County

ATTENTION: Mr. J. J. Collins

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on April 30, 1971. Natural gas service lines and meter facilities owned by your company conflict with construction requirements throughout the length of the subject project and must be adjusted.

All of the conflicting facilities are located on public road right of way and, therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. Jack Hesla, 5821 N. E. Glisan Street, Portland, Oregon 97213. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE CIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. James McNamee, Box 23324, Tigard, Oregon 97223, telephone 639-7281 BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. McNamee. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Hesla.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures

cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
James McNamee
Jack Hesla

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

UTILITY UNIT
MAY 4 - 1971
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

SU-198(8)
7567

April 20, 1971

West Slope Water District
3150 S. W. 89th Street
P. O. Box 25140
Portland, Oregon 97225

Re: Water Facilities Adjustment
Lombard Street-Jamieson Road Section
Beaverton-Hillsdale Highway
Washington County

NOTED
A. E. [illegible]

ATTENTION: Mr. Robert W. Appleby

Gentlemen:

Your lump sum estimate for the adjustment of water facilities, as shown on a copy of our preliminary plans for the subject project, has been approved by the State. Your proposed adjustments have been reviewed and to the best of our judgment eliminates the conflicts with the State's proposed construction. This will confirm our verbal authorization to proceed with the work as of March 29, 1971.

The cost to adjust the water facilities formerly located on private property is reimbursable due to the District's right in the land occupied. The water facilities formerly located on highway right of way were not under Oregon State Highway Division permit, therefore, in compliance with Chapter 272, Oregon Laws 1967, the cost of adjustment is reimbursable.

Reimbursement for the work performed on and subsequent to March 29, 1971 in the amount of $3828.85, will be made in accordance with Paragraph 7g(3) of PPM30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

Further information concerning construction details may be secured from Mr. James McNamee, P. O. Box 23324, Tigard, Oregon 97223, telephone 639-7281. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Jack Hesla, 5821 N. E. Glisan Street, Portland, Oregon 97213, telephone 229-6943.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: A. E. Johnson
V. L. Gallagher (w/attach) (2)
V. E. Skoog
L. W. Rulien (w/attach) (2)
James McNamee "
Don Adams "
Jack Hesla "

Note to L. W. Rulien: Please have a State Force Order prepared and submitted for this work. Prefix No. 34-1052. Return one copy of Est. and sketch with SFO.

RECEIVED
APR 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 - 1971
UTILITY UNIT
FOR FILING

OREGON STATE
HIGHWAY DIVISION

SU-198(8)

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7567

April 16, 1971

City of Beaverton
City Hall
Beaverton, Oregon 97005

Re: Water Facilities Conflicts
Lombard Street-Jamieson Road Section
Beaverton-Hillsdale Highway
Washington County

ATTENTION: Mr. T. L. Martin

Gentlemen:

Bids will received by the Oregon State Highway Commission on the above titled highway project on April 30, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted.

Attached hereto is a list of conflicting fire hydrants totaling eight (8) in number, all of which are located on public road right of way, under Oregon State Highway Division permit. Their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. Jack Hesla, 5821 N. E. Glisan Street, Portland, Oregon 97213. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. James McNamee, P. O. Box 23324, Tigard, Oregon 97223, telephone 639-7281, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. McNamee. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Hesla.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
James McNamee
Jack Hesla

RECEIVED
APR 20 1971
OFFICE OF
STATE HIGHWAY ENGINEE

LIST OF CONFLICTS

Utility: City of Beaverton Water
Project: Lombard Street-Jamieson Road
Highway: Beaverton-Hillsdale Highway
County: Washington

Sheet 1 of 1 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Fire Hydrant	85+15	30'	S	X		Permit #10608
Fire Hydrant	89+95	30'	S	X		Permit #10608
Fire Hydrant	94+85	29'	S	X		Permit #10608
Fire Hydrant	108+10	29.5'	S	X		Permit #5169
Fire Hydrant	113+90	29.5'	S	X		Permit#5169
Fire Hydrant	133+50	28.5'	S	X		Permit #5684
Fire Hydrant	137+15	25'	S	X		Permit #5684
Fire Hydrant	145+80	30'	N	X		Permit #5684

RECEIVED
UTILITY UNIT 1971

OREGON STATE HIGHWAY DIVISION

SU-198(8)

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7567

April 16, 1971

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. Roger Sharp

Re: Power Line Conflict
Lombard Street-Jamieson Road Section
Beaverton-Hillsdale Highway
Washington County

NOTED
A. E. [illegible]

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on April 30, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted.

Attached hereto is a list of conflicts totaling forty-four (44) in number. Forty-three (43) of the conflicting poles are located on public road right of way and one (1) on private property. Reimbursement will be made for the relocation of the pole located on private property. Reimbursement is made pursuant to State Policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for the reimbursable work only and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. Jack Hesla, 5821 N. E. Glisan Street, Portland, Oregon 97213 at the earliest possible date in order to avoid delay in the construction of this project. A lump sum estimate is suggested.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. James McNamee, P. O. Box 23324, Tigard, Oregon 97223, telephone 639-7281, BEFORE ENTERING ON ANY

NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. McNamee. All inquries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Hesla.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: Portland General Electric Company - Hillsboro
Attention: Mr. R. E. Young

A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
James McNamee
Jack Hesla

RECEIVED
APR 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LIST OF CONFLICTS

Utility: Portland General Electric
Project: Lombard St., -Jamieson Road
Highway: Beaverton-Hillsdale
County: Washington

Sheet 1 of 2 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Pole	81+65	37'	S	X		
Pole	83+35	34'	S	X		Contact on Gen. Tel. Co. Pole
Pole #9615	83+15	35'	N	X		
Pole #2271	85+10	30'	S	X		
Pole #2270	86+55	29'	S	X		Contact on Gen. Tele Co.
Pole #9781	86+23	30'	N	X		
Pole #2268	90+80	27'	S	X		Contact on Gen. Tele. Co.
Pole #10749	90+85	29'	N	X		
Pole #2267	92+65	29'	S	X		
Pole #4285	93+85	29'	S	X		Contact on Gen. Tele. Co.
Pole #4284	93+60	29'	N	X		
Pole #2266	95+20	29'	S	X		
Pole #2265	97+40	29'	S	X		Contact on Gen. Tele. Co.
Pole #13253	98+20	30'	N	X		
Pole #2246	99+40	30'	S	X		Contact on Gen. Tele. Co.
Pole #2528	100+30	29'	N	X		
Pole #2262	103+50	30'	S	X		
Pole #2261	105+10	28'	S	X		Contact on Gen. Tele. Co.
Pole #10535	106+55	29'	N	X		
Pole #2260	106+90	29'	S	X		Contact on Gen. Tele. Co.
Pole #10611	108+55	29'	N	X		
Pole (No #)	108+05	29'	S	X		
Pole #2259	109+00	29'	S	X		
Pole #2258	110+90	28'	S	X		Contact on Gen. Tele. Co.
Pole #2368	110+95	29'	N	X		
Pole #2257	113+35	29'	S	X		

LIST OF CONFLICTS

Utility: Portland Genera[illegible]lectric
Project: Lombard St., -Jamieson Road
Highway: Beaverton-Hillsdale
County: Washington

Sheet 2 of 2 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Pole #10805	114+55	29'	N	X		Contact on Gen. Tele. Co.
Pole #2256	115+75	29'	S	X		Contact on Gen. Tele. Co.
Pole #10925	117+15	29'	N	X		
Pole #2255	117+70	29'	S	X		Has Tel. Co. contact
Pole #2254	119+20	28'	S	X		
Pole (No #)	119+25	30'	N	X		New pole
Pole #2253	121+60	27'	S	X		Has Gen. Tele. Co. Contact
Pole #2247	132+20	29'	S	X		Has Gen. Tele. Co. Contact
Pole #2246	134+40	29'	S	X		" "
Pole #2225	136+95	25'	S	X		" "
Pole #2224	138+60	28'	S	X		
Pole #2243	141+10	28'	S	X		Contact on Gen. Tele. Co.
Pole #11819	141+35	28'	N	X		
Pole #2242	143+00	26'	S	X		Contact on Gen. Tele. Co.
Pole #11875	143+05	28'	N	X		" "
Pole #11889	144+70	28'	N	X		" "
Pole #3383	145+75	28'	N	X		
Pole	145+50	33'	S		X	On SP&S R/W

MAY 4 - 1971
TILITY UNIT
FOR FI

OREGON STATE HIGHWAY DIVISION

SU-178 (8)

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7567

April 16, 1971

General Telephone Company of the Northwest
P. O. Box 1100
Beaverton, Oregon 97005

Re: Telephone Line Conflict
Lombard Street-Jamieson Road Section
Beaverton-Hillsdale Highway
Washington County

ATTENTION: Mr. Ken Anderson

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on April 30, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted.

Attached hereto is a list of conflicts totaling thirty-five (35) in number, all of which are located on public road right of way and, therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. Jack Hesla, 5821 N.E. Glisan Street, Portland, Oregon 97213. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. James McNamee, P. O. Box 23324, Tigard, Oregon 97223, telephone 639-7281, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. McNamee. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Hesla.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
James McNamee
Jack Hesla

RECEIVED
APR 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LIST OF CONFLICTS

Utility: General Telephone Company
Project: Lombard St   Jamieson Road
Highway: Beaverton-Hillsdale Highway
County: Washington

Sheet 1 of 2 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Pole #9555	81+45	35'	N	X		
Pole #9615	83+20	35'	N	X		
Pole #9781	86+25	30'	N	X		
Pole #9845	87+50	29'	N	X		
Pole #9897	89+35	29'	N	X		
Pole No #	90+85	29'	N	X		
Pole #9969	91+65	29'	N	X		
Pole #10021	93+60	29'	N	X		
Pole #10111	95+40	30'	N	X		
Pole #10151	97+00	29'	N	X		
Pole #10209	98+20	30'	N	X		
Pole #10225	99+40	30'	N	X		
Pole #10281	100+30	29'	N	X		
Pole No #	101+90	30'	N	X		
Pole #10469	104+50	29'	N	X		
Pole #10535	106+60	29'	N	X		
Pole #10611	108+60	29'	N	X		
Pole #10707	110+95	29'	N	X		
Pole No #	113+00	29'	N	X		
Pole #10805	114+60	29'	N	X		
Pole #10865	115+60	29'	N	X		
Pole #10909	116+35	34'	N	X		109th Avenue
Pole #10925	117+10	29'	N	X		
Pole #2255	117+70	29'	S	X		PGE Pole
Pole #2246	134+40	29'	S	X		PGE Pole
Pole #11633	135+10	30'	N	X		

LIST OF CONFLICTS

Utility: General Telephone Company
Project:
Highway:
County:

Sheet 2 of 2 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Pole #11677	136+85	28'	N	X		
Pole #11675	136+95	25'	S	X		PGE Pole
Pole #11749	138+40	30'	N	X		
Pole #11750	138+60	28'	S	X		PGE Pole
Pole #11777	140+00	25'	N	X		
Pole #11819	141+35	28'	N	X		
Pole #11875	143+05	28'	N	X		
Pole #11889	144+70	28'	N	X		
Pole No #	145+75	28'	N	X		

RECEIVED
UTILITY UNIT
4 - 1971

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

SU-198(8)

7567

April 16, 1971

Pacific Northwest Bell Telephone Company
421 S. W. Oak Street
Portland, Oregon 97204

Re: Telephone Line Conflicts
Lombard Street-Jamieson Road Section
Beaverton-Hillsdale Highway
Washington County

ATTENTION: Right of Way Supervisor

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on April 30, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted.

Attached hereto is a list of conflicts totaling thirty-one (31) in number, all of which are located on public road right of way and, therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. Jack Hesla, 5821 N. E. Glisan Street, Portland, Oregon 97213. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. James McNamee, P. O. Box 23324, Tigard, Oregon 97223, telephone 639-7281, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. McNamee. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Hesla.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
James McNamee
Jack Hesla

RECEIVED
APR 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LIST OF CONFLICTS

Utility: Pacific Northwest Bell
Project: Lombard St - Jamieson Road
Highway: Beaverton-Hillsdale Highway
County: Washington

Sheet 1 of 2 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Pole #9555	81+45	35'	N	X		All conflicts are contacted on General Telephone Company poles
Pole #9615	83+20	34'	N	X		
Pole #9781	86+25	30'	N	X		
Pole #9845	87+50	29'	N	X		
Pole #9897	89+35	29'	N	X		
Pole No #	90+85	29'	N	X		
Pole #9969	91+65	29'	N	X		
Pole #10021	93+60	29'	N	X		
Pole #10111	95+40	30'	N	X		
Pole #10151	97+00	29'	N	X		
Pole #10209	98+20	30'	N	X		
Pole #10225	99+40	30'	N	X		
Pole #10281	100+30	29'	N	X		
Pole No #	101+90	30'	N	X		
Pole #10469	104+50	29'	N	X		
Pole #10535	106+60	29'	N	X		
Pole 10611	108+60	29'	N	X		
Pole #10707	110+95	29'	N	X		
Pole No #	113+00	29'	N	X		
Pole #10805	114+60	29'	N	X		
Pole #10865	115+60	29'	N	X		109th Avenue
Pole #10909	116+35	34'	N	X		
Pole #10925	117+10	29'	N	X		
Pole #11633	135+10	30'	N	X		
Pole #11677	136+85	28'	N	X		
Pole #11749	138+40	30'	N	X		

LIST OF CONFLICTS

Utility: Pacific Northwest Bell
Project:
Highway:
County:

Sheet 2 of 2 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Pole #11777	140+00	25'	N	X		
Pole #11819	141+35	28'	N	X		
Pole #11875	143+00	28'	N	X		
Pole #11889	144+70	28'	N	X		
Pole No #	145+75	28'	N	X		

APR 14 1971

FORM E-30-X (12-67)

SU-198(8)
7567

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 13, 1971

To: MEMORANDUM TO THE FILES

SUBJECT: Installation of Electrical Conduit Under Existing Pavement

Six projects advertised for opening of bids on April 29 and 30, 1971 require installation of electrical conduit under existing pavement. We have modified the standard specifications by special provision to permit the installation of conduit by the "open trench" method on all these projects except the Canyonville Interchange Illumination Project. On the Canyonville Interchange Illumination Project, Carol Keasey did not want to permit open trenching because this work was in areas of limited sight distance and would be hazardous to traffic.

Frank L. Hall
Design Engineer

By Original signed
C. G. Swenson
C. G. Swenson
Specifications Engineer

CGS:jg
cc: F. B. Klaboe

REFERRED TO
Edw
By Asst. State Hwy. Engr.
Info.

NOTED
TOM EDWARDS

RECEIVED
[illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Conduit on:	Conduit Under Pvt.
Eagle Cr.-Estacada	Mod.
Fir St. - Lewis St.	Mod.
3rd - At Wilson	Mod.
Canyonville Interchange	Std.
Myrtle Cr. Interchange	Mod.
Lombard St. - Jamison Rd.	Mod.

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13 1971

6

OREGON STATE
HIGHWAY DIVISION

SU-198(8)

HIGHWAY BUILDING • SALEM, OREGON • 97310

7567

April 13, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
477 Cottage Street NE
Salem, Oregon 97310

SUBJECT: Construction Agreement
Oregon Project SU-198(8)
Beaverton-Jamieson Road Section

Dear Mr. Simpson:

Herewith are two conformed copies of a construction agreement covering the right-of-way acquisition, adjustment of utilities, construction, and maintenance of subject project.

Under date of January 29, 1971, an advance copy of this agreement was forwarded to you. Please give this matter your consideration and, if your concurrence is required, please notify this office and certified copies from the Highway Commission files will be presented for your official approval.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H. S. Cox

H. S. Cox
County and City Engineer

F. R. KLABOE

MCH:mm
Att.

cc: F. B. Klaboe
L. H. Young
L. I. Lindas
Floyd Query

RECEIVED
APR 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 1971

SU-198(8)
7567

4d

3-30-71

March 31, 1971

MISC. CONTRACTS and
AGREEMENTS No. 4186

City of Beaverton
City Hall
Beaverton, Oregon 97005

Attention: Mrs. Marjorie Kerber
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a construction agreement concerning improvement of the Beaverton-Jamieson Road Section on the Beaverton-Hillsdale Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agree. att.)

TRANSACTION NUMBERS 4-6 THRU 4-8

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FORM PR-48
(REV. 7-67)

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-31-71

BY (Signature): MR. YOUNG'S MARCH 26, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1052 THRU 1054

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
1[illegible]2	SU-584(1)	0.78	287,000	182,200	SE 242ND DRIVE - SE 257TH DRIVE (GRESHAM)	GRADE, DRAIN, HIGH TYPE PAVEMENT ON 4 11' LANES.
1053	SU-585(1)	0.38	113,000	71,700	SE DIVISION ST. TO SE COCHRANE ST. (GRESHAM)	GRADE, DRAIN, HIGH TYPE PAVEMENT ON 4 11' LANES.
1054	SU-198(8)	1.33	325,000	206,000	LOMBARD STREET - [illegible] JAMIESON ROAD (BEAVERTON)	GRADE, DRAIN, HIGH TYPE PAVEMENT ON 4 11' LANES.

3-31-71

Young
4-5-71

RECEIVED
APR 1 1971
STATE HIGHWAY ENGINEER

REMARKS (Division)

THE 11 FOOT LANES HAS BEEN APPROVED AS AN EXCEPTION TO THE SECONDARY ROAD PLAN DESIGN CRITERIA.

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

NOTED
R. E. [illegible]

RECEIVED
APR 5 - 1971
FOR FILING

SU-198(8)
[illegible] 567

RECOMMENDED SIGNATURE AND TITLE	DATE 3-31-71	APPROVED SIGNATURE AND TITLE R. E. SIMPSON, DIVISION ENGINEER
DATE		

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
MAR 30 1971

FOR FILING

SU-178(8)
7567

March 26, 1971

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary Projects:

Item No.	Project No.	Name
1052	SU-584(1)	S.E. 242nd Drive-S.E. Cochrane Road FAS 646, Clearinghouse 70.0516
1053	SU-585(1)	S.E. 242nd Drive-S.E. Cochrane Road FAS 954, Clearinghouse 70.0516
1054	SU-198(8)	Lombard St.-Jamieson Rd. (Beaverton) Section Beaverton-Hillsdale Highway

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

March 26, 1971

Mr. R. E Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for three Secondary Projects. Item Nos. 1052 thru 1054, which we desire to have included in the Federal-Aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

We are enclosing copies of State Clearinghouse approval for each project and District #2 (CRAG) Clearinghouse approval for Item 1054. Notice of Intent was sent to District #2 (CRAG) Clearinghouse on December 30, 1970 for Items 1052 and 1053 and said Notice has lain before the District #2 Clearinghouse more than 60 days without action, therefore it is assumed no adverse review or comments will be made.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:bb

Enc.

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	3-26-71

FEDERAL-AI

(P

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* SR 10 Beaverton Lombard St. E. 1.33 Mi. 21 65	**ADT**	PRESENT 21,000	FUTURE 28,400 (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr., High-Type Pave. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME	
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. S	FEDERA 6

CARD 5					WORK				ESTIMATED PROJE	
	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUN
1	(14-15)	(15	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		SR 10 Beaverton Lombard St. E. 1.33 Mi.			
5					**ROW**		[Lombard St.-Jamieson Road (Beaverton) Sec.]			
5					**CONST** (CODE) 6203			1.33	325,000	206,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.33	325,000	206,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

71

Mi. (68)	ADT	PRESENT 21,000	FUTURE 28,400 (66) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 1054 (14) (19)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) SU- 14 23	NUMBER 198 7	SEQ. NO. (8) 13	I. Projects Only POST MI. DESIG. (24) (26) 27

COUNTY NAME Washington	CODE 067 (14) (16)	PROGRAM STAGE	☐ 1 OR ☒ 2
ROUTE NO. S	FEDERAL - AID 625 (32)	STATE 40 (36)	U.S. (37) (41)

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
Mi.						Gr., dr., 4-11' lanes H.T. pave., curbs with 2' offset and 14' median, R.R. protective service.
n c.]						
	1.33	325,000	206,000	119,000		ROW-80' min.; Access Control-Partial; Parking Restrictions-Complete.
CT LS	1.33 (16)	325,000 (23)	206,000 (24) (33)	119,000		

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48908-P61

LOMBARD ST.-JAMIESON ROAD (BEAVERTON) SECTION
BEAVERTON-HILLSDALE HIGHWAY
OREGON PROJECT NO. SU-198(8)

Existing Facility:

Roadway is a basic 4-lane facility varying in width from 42' to 48' with 2' median of raised traffic markers constructed of asphalt surfacing in 1955 under Item No. 265, Project No. S-198(2).

Adjacent Sections:

East End: 2-12' lanes with 10' shoulders.
West End: 44' roadway curb section.

Project Data:

The project consists of grade and drain, construction of four 11-foot lanes, high-type pavement, curbs with 2-foot offset, 14-foot median (left-turn refuge): two cantilever sign structures will be moved, traffic signal will be revised at 5 intersections.

Exception to Minimum Design Standards:

The 11' travel lanes are substandard for multilane highways as 12' lanes are required by AASHO "Geometric Design Standards For Highways Other Than Freeways 1969" which is included as the geometric design standards for Oregon Secondary Road Plan. However, the section of road involved is urban (in City of Beaverton) in characteristics and in accordance with the AASHO publication 11-foot travel lanes may be used for Urban Highways (Page 15 "Urban Highways"). The County and the City within its boundaries have agreed to 11-foot travel both inside and outside of cities for purposes of uniformity. The high cost of additional right of way in the urban area makes it impractical and very much in the public interest not to provide the additional width necessary for 12-foot lanes. Also see OSHD letter of 9-5-69 and FHWA Memo of 9-9-69.

System Action, Airports, Water Development: None involved.

Parks, Historical and Recreational Areas: None involved.

Railroad:

There is an encroachment on S.P. & S. Railroad property at the west end of the project at the intersection of Lombard Street which will require R.R. insurance and railroad protective service. The estimated participating cost is $500.

Public Hearing: Held September 9, 1969.

Social, Economic and Environmental Effects Considered: Yes.

Design: Approved November 24, 1969.

State Clearinghouse: Approved by letter of April 13, 1970.

District Clearinghouse:
Approved by Columbia Region Assn. of Governments on April 17, 1970.

204 Review:
Approved by Columbia Region Assn. of Governments on April 29, 1970.

Certification, required under Section 128 "Public Hearings" of Title 23 USC with documentation, is in the Highway Division project files under the Secondary Road Plan.

RECEIVED
MAR 31 1971

FOR FILING

SU-178(8)
7567.

H

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
REVISED PROJECT BASE DESIGN

Page 1

Section: ~~Lombard Street~~ Jamieson Road (Beaverton)
Highway: Beaverton-Hillsdale (FA 625)
County: Washington
Prefix: 34-1430

Res. Engr.
Approx. Length 1.3±
Sta. 80± to Sta. 147±
Date 3-22-71

Mean Truck A.D.T. 941
Traffic Coefficient 9.4
18 kip s. a. per day 183.5

Annual Precipitation 44"±
Frost Penetration ------
CBE Total Requirement 29.5

(1)

Typical Soil

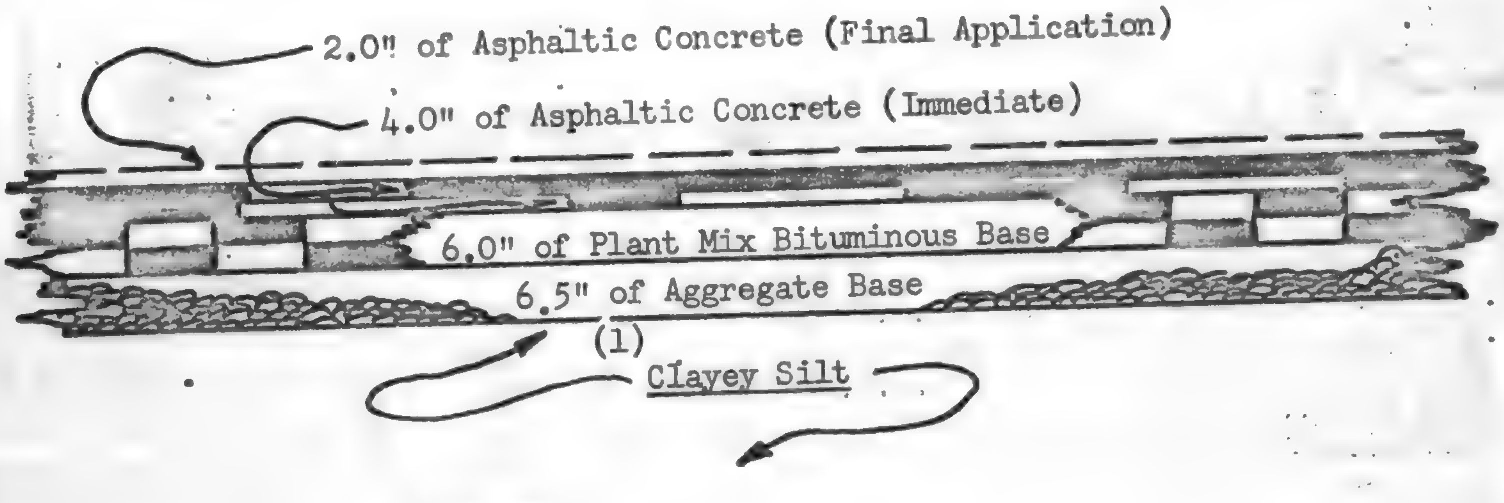
31	LL
11	PI
94	%P 10
78	%P 200
6	% Gravel
2	% C Sand
14	% F Sand
56	% Silt
22	% Clay
12	R Value
A-6	AASHO Classif.

Materials Source:

Commercial Sources are available

Credit	Actual Thick.	Component
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I)
11.0	6.0	P.M.B.B.
6.5	6.5	A.B.
29.5	18.5	

STRUCTURAL SECTION
NEW WORK


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
6.0" of Plant Mix Bituminous Base
6.5" of Aggregate Base
(1)
Clayey Silt

NOTED
F. B. KLABOE

(over)

Submitted by C. J. Gregg
Base Design Engineer

Recommended by John C.
Engineer of Materials and Research

Recommended by W. H. Gebeau
Program and Planning. Engineer

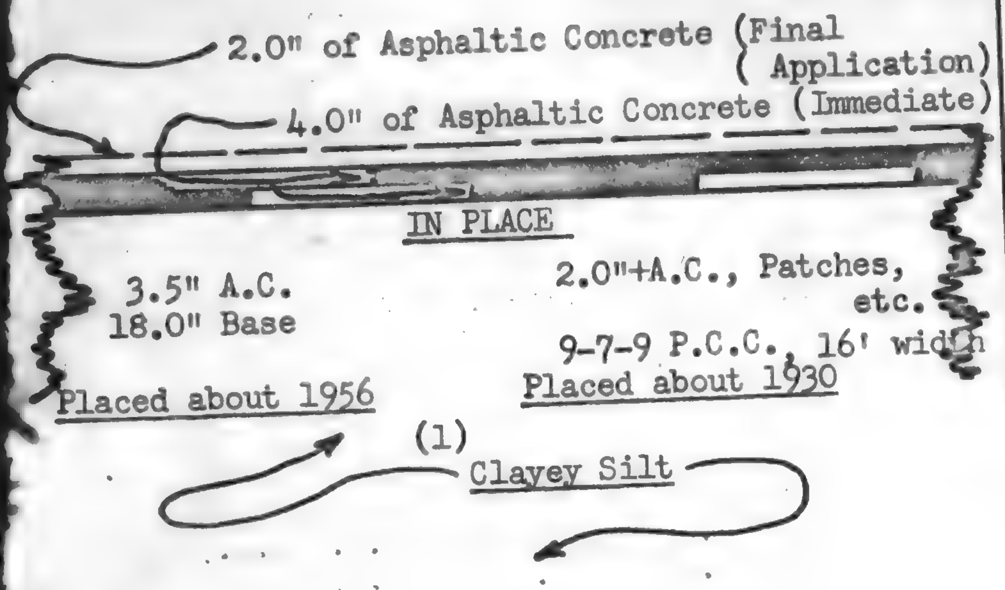
455'+

Approved by F B Klaboe
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

STRUCTURAL SECTION

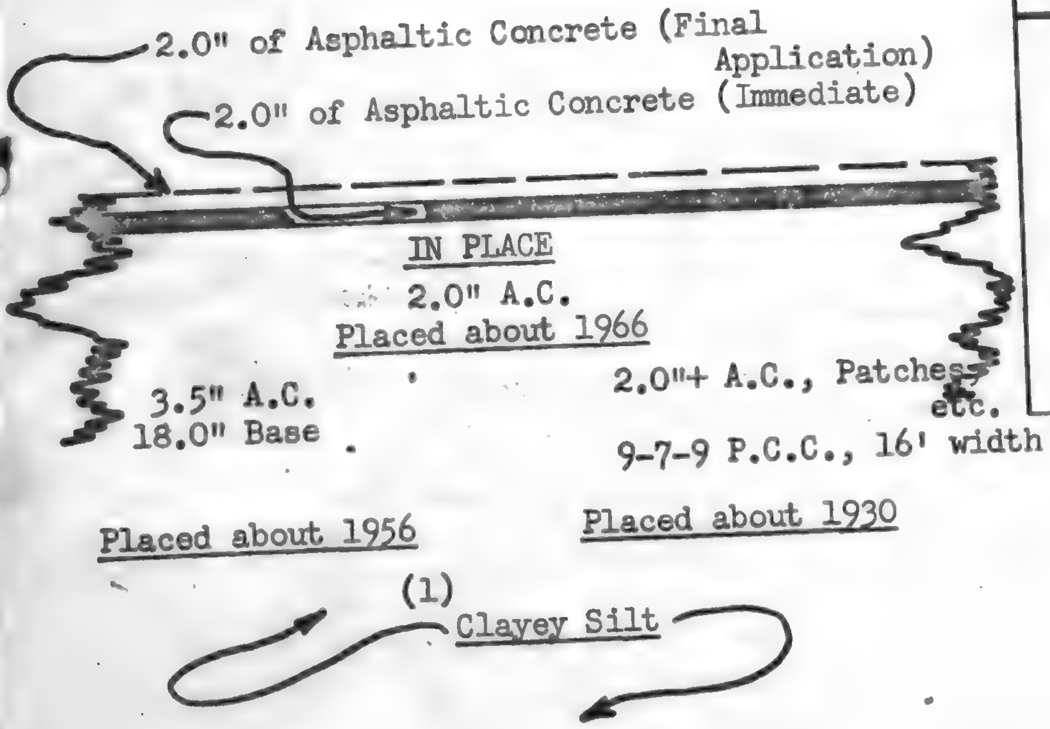
Sta. 80± - 118± and 136± - 147±


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
IN PLACE
3.5" A.C.
18.0" Base
Placed about 1956
2.0"+A.C., Patches, etc.
9-7-9 P.C.C., 16' width
Placed about 1930
(1)
Clayey Silt

Credit	Actual Thick.	Component
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I)
SEE SECTION		

STRUCTURAL SECTION

Sta. 118± - 136+


2.0" of Asphaltic Concrete (Final Application)
2.0" of Asphaltic Concrete (Immediate)
IN PLACE
2.0" A.C.
Placed about 1966
3.5" A.C.
18.0" Base
2.0"+ A.C., Patches etc.
9-7-9 P.C.C., 16' width
Placed about 1956
Placed about 1930
(1)
Clayey Silt

Credit	Actual Thick.	Component
4.0	2.0	A.C. (F.A.)
4.0	2.0	A.C. (I)
SEE SECTION		

SECTION: Lombard Street-Jamieson Road (Beaverton)

HIGHWAY: Beaverton-Hillsdale

COUNTY: Washington

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	1.0"-0 ~~[illegible]~~ Aggregate Base	~~[illegible] Base~~	"CBE" Total Requirement	Actual Thickness
8.0-9.0	4.0"	6.0"	7.5"		26.5"	17.5"
7.0-8.0	3.5"	3.0"	11.5"		23.5"	18.0"
6.0-7.0	3.5"	- -	13.5"		20.5"	17.0"
4.8-6.0	3.0"	- -	11.0"		17.0"	14.0"
Cars Only	2.0"	- -	10.0"		14.0"	12.0"

Remarks:

Where crushed material is required for base, shoulders, or level, recommend the 1.0"-0 material crushed for the Plant Mix Bituminous Base be used in lieu of normal specification sizes.

Project Base Design revised in order to update traffic and to plan for Stage Construction.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0 " Crushed Base
1.0" Plant Mix Bituminous Base = 1.8 " Crushed Base
1.0" Cement Treated Base = 1.8 " Crushed Base
1.0" Oil Mat = 1.1 " Crushed Base
1.0" Stone Subbase = 0.8 " Crushed Base
1.0" Lime Treated Subgrade = 0.8 " Crushed Base

Above factors apply to materials that comply with Standard Specifications, ~~Supplemental Standard Specifications~~ and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Lombard Street-Jamieson Road (Beaverton)

HIGHWAY: Beaverton-Hillsdale

COUNTY: Washington

21,000 Present ADT (1971)

3.8 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	530	1.35	716	623	450	280,350
3	135	1.35	182	159	1000	159,000
4	60	1.35	81	71	1250	88,750
5	75	1.35	101	88	3180	279,840
6	0	---	---	--	2570	- - - -
				941 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 807,940

TWENTY YEAR EWL 16,158,800

TRAFFIC COEFFICIENT 9.4

SECTION: Lombard Street-Jamieson Road (Beaverton)

HIGHWAY: Beaverton - Hillsdale

COUNTY: Washington

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Asphaltic Concrete
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

C.R.P.C.C. was not considered due to the length of project, traffic (heavy load frequency), and type of construction involved.

This is an area of limited specification material, and the section recommended uses less of the critical material than the Standard Aggregate Base section.

The existing roadway will be utilized in the project with the addition of an overlay, and Asphaltic Concrete is more desirable for this type construction.

Lombard Street-Jamieson Road
(Beaverton)
Beaverton-Hillsdale Highway
Washington County

Unit prices were obtained for this area from C.E. Layton, Cost Estimator, and are listed below:

Class B Asphaltic Concrete	8.90	per ton
Plant Mix Bituminous Base	8.55	per ton
3/4"-0 Aggregate Base	5.65	per cu yd
1.0"-0 Aggregate Base	5.40	per cu yd
1½"-0 Aggregate Base	5.40	per cu yd

Two sections of comparable strength were considered in the following per square yard cost comparison:

4.0" A.C.	4.0" A.C.
6.0" P.M.B.B.	2.0" 3/4"-0 A.B.
6.5" 1.0"-0 A.B.	15.5" 1½"-0 A.B.
$6.20	$5.45

The above costs are for the surfacing thickness only. No consideration has been given to less excavation (2200± cu yds), additional protection for existing utilities, and the ease of handling traffic during construction. See Par. 2, Page 4.

RECEIVED
MAR 23 1971
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

FORM E-22

SUBJECT: Beaverton-Jamieson Rd.
Beaverton - Hillsdale Hwy #40

DATE: 3-15-71

TO: F.B. Klaboe

FROM: Co-City Sect. (Harwell)

511-198 (8)

7567

Pursuant to your verbal request & subsequent discussion with Request & Design Section personnel, regarding the subject matter, it is currently proposed to construct a four (4') foot berm behind curbs for future City sidewalk construction. We also propose to construct PC driveways & let City match with PC sidewalks as sometime in future. It is felt that if we cut down the berm & a time lag develops this may cause problems for pedestrian, as well as vehicular traffic.

NOTED
F.B. KLABOE

D.N. Harwell Coor. Engr.
(SIGNATURE)

cc: F.L. Hall - L.W. Rulien

PLEASE REPLY HERE

Hall Please [illegible]
3-17-71

DESIGN SECTION

Olson

Trout

Do Not File ☐

Keep ☐

Return To

Other

RECEIVED
MAR 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

(DATE)

(SIGNATURE)

1

1. SENDER DETACH SHEET NO. 2 AND HOLD UNTIL REPLY IS RECEIVED. FORWARD SHEETS 1 AND 3 INTACT WITH CARBONS.
2. ADDRESSEE REPLY, DETACH CARBONS AND RETURN SHEET 3 TO SENDER. RETAIN SHEET 1.

RECEIVED
MAR 8 - 1971
FOR FILING

SU-198(8)
7567

March 3, 1971

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration at the March 30 meeting a construction agreement concerning the improvement of the Beaverton-Jamieson Road Section of the Beaverton-Hillsdale Highway, lying within the corporate limits of the city of Beaverton.

This agreement provides for construction and maintenance of the project by the State and is intended to cover all right-of-way acquisition, drainage, grading, base, paving, curbs, signing and striping. The City has agreed to cooperate with the State in the usual manner to effect the relocation or adjustment of any utility facilities which may be in conflict with the plans for the project. One stipulation contained in the agreement requires the State to submit plans for the City's approval prior to advertising for bids.

The proposed project has an estimated cost of $325,000.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
L. H. Young
D. H. Moehring
Frank Hall
F. D. Morgan
H. S. Cox
L. W. Rulien

MCH:ljt sr

RECEIVED
FEB 2 - 1971

SU-198(8)
7567

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

bc: Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor Wolfe
Frank Hall
L. H. Young
F. D. Morgan
L. W. Rulien (w/att)

January 29, 1971

Mr. Laurence R. Sprecher
Manager
City Hall
Beaverton, Oregon 97005

Dear Mr. Sprecher:

Enclosed herewith for your consideration are four copies of a proposed construction agreement concerning the upcoming construction project on the Beaverton-Hillsdale Highway which will be known as the Beaverton-Jamieson Road Section. It is our understanding that this proposed project lies entirely within the corporate limits of the City of Beaverton.

This proposed agreement provides for construction and maintenance of the project by State and is intended to cover all right-of-way acquisition, drainage, grading, base, paving, curbs, signing and striping. The City is requested to cooperate with State in the usual manner to effect the relocation or adjustment of any utility facilities which may be in conflict with the plans for the project. One stipulation contained in the agreement requires the State to submit plans for the City's approval prior to advertising for bids on the project. It is tentatively planned to open bids for this project on April 29, 1971.

Please examine the contents of the agreement carefully and, if found to be acceptable to you, present it to the City Council with your recommendations of approval. Request the Council to adopt an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to execute the documents and forward three signed copies of the agreement and resolution to this office for presentation to the Highway Commission. Following approval and certification by the Highway Commission Secretary, a fully executed copy will be returned for the City's permanent records. In the interim, the fourth copy should be retained for your reference.

If we can be of any further assistance concerning this, or any other highway matter, please feel free to call 378-6514.

Very truly yours,

R. L. Porter
State Highway Engineer

By Mainor
for H. S. Cox
County and City Engineer

TOM EDWARDS

RECEIVED
JAN 29
OFFICE OF
STATE HIGHWAY ENGINEER

MCH:ljt
Encl.

RECEIVED
MAY 6 1970
FORM E-30-X (12-67)
FOR FILING

CU-198(2)
7567

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
May 5, 1970

SUBJECT: Section 204 Review by CRAG of 17 Projects

To: L. H. Young
Programming & Planning Engineer

BUILDING

Attached is a letter from Mr. Homer C. Chandler, Executive Director of the Columbia Region Association of Governments (CRAG), the designated 204 review agency for the Portland Metropolitan area, indicating that the seventeen proposed projects listed by him have been reviewed and endorsed by the Executive Committee of CRAG. CRAG requests favorable action be taken on these improvements.

Four of the projects listed in Mr. Chandler's letter have previously been given a 204 review and approval by CRAG. Those projects are listed below with the date route documentation was submitted to your office.

1. Item 6. Sunset Highway, Wilson River Junction-North Plains Section. 204 review forwarded December, 1969.
2. Item 7. Pacific Highway East, Ross Island Bridge-Reedway Section. 204 review forwarded April, 1969.
3. Item 8f. Johnson Creek (Foster Road) Bridge, FAS 639. 204 review forwarded August, 1969.
4. Item 9b. Beaverton-Hillsdale Highway, Beaverton-Jamieson Road Section. 204 review forwarded July, 1969.

Those projects listed in Mr. Chandler's letter which have not previously been given acceptance under a 204 review are:

1. City of Portland. TOPICS. Signalization on SE Stark and Washington Streets.
2. City of Portland. TOPICS. Signal installation. Oswego Highway at SW Bancroft Street
3. City of Portland. TOPICS. Signal installation. Cascade Highway at SE Mill Street.

NOTED
TOM EDWARDS

4. NE Portland Highway, NE 60th Avenue-Sandy Blvd. Section.
5. Clackamas Highway, Eagle Creek-Estacada Section.
6. Murray Boulevard, FAS 630, Farmington Road-SW Allen Avenue Section.
7. Lower Columbia River Highway, Columbia County Line-Burlington Section.
8. Arndt Road, FAS 117, Air Strip Road-Pudding River Bridge Section.
9. Clackamas Highway, Hogan Road-Boring Section.
10. Boones Ferry Road, FAS 681, Country Club Road-Harvey Way Section.
11. FAS 943, South Tigard Interchange-Boones Ferry Road Section.
12. FAS 574, Columbia County-Old Portland Road Section.
13. 72nd Avenue, FAS 944, SW Hunziker Street-Lower Boones Ferry Road Section.

Robert L. Schroeder
Assistant Traffic Engineer

WDA:ap
Attachment
cc: Tom Edwards /
H. S. Cox
R. N. Chase
R. E. Royer

RECEIVED
MAY 6 [illegible]
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STATE [illegible] ENGINEER

CR
AG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS
429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331

CLACKAMAS COUNTY, OREGON
Cities in Clackamas County

CLARK COUNTY, WASHINGTON
Cities in Clark County

MULTNOMAH COUNTY, OREGON
Cities in Multnomah County

WASHINGTON COUNTY, OREGON
Cities in Washington County

April 29, 1970

Mr. L. H. Young
Program & Planning Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon

Dear Mr. Young:

Please be informed that the Executive Committee of the Columbia Region Association of Governments did on April 17, 1970, review and endorse the following proposed Oregon State Highway projects.

1. TOPICS Projects in the City of Portland:
    - a. East Burnside-S. E. 96th Avenue Section of the S. E. Stark-S. E. Washington cplt.
    - b. Oswego Highway at S. W. Bancroft Street
    - c. Cascade Highway at S. E. Mill St.
2. N. E. 60th Avenue-Sandy Blvd. Section N. E. Portland Highway.
3. Eagle Creek-Estacada Section Clackamas Highway.
4. Farmington Road-S. W. Allen Avenue Section FAS 630.
5. Columbia County line-Burlington Section Lower Columbia River Highway.
6. Wilson River Junction-North Plains Section Sunset Highway.
7. Ross Island Bridge-S. E. Reedway Section Pacific Highway East.

8. Clackamas County:
    - a. Air Strip Road-Pudding River Bridge Section FAS 117.
    - b. Hogan Road-Boring Section FAS 129.
    - c. Country Club Road-Harveyway Section FAS 681.
    - d. South Tigard Interchange-Boones Ferry Road Section FAS 943.
    - e. Columbia County Highway-Old Portland Road FAS 574.
    - f. Multnomah County-Johnson Creek (Foster Road) Bridge Section FAS 639.

9. Washington County:
    - a. S. W. Hunziker St.-Lower Boones Ferry Road Section FAS 944.
    - b. Beaverton-Jamieson Rd. Section-Beaverton-Hillsdale Highway.

Sincerely yours,

Homer C Chandler

Homer C. Chandler
Executive Director

HCC:jec

RECEIVED
APR 20 1970
FOR FILING

[illegible]
SU21198(a)
7567

April 17, 1970

The Honorable Victor Atiyeh
State Senator
7690 S. W. Fairmoor
Portland, Oregon 97225

Dear Senator Atiyeh:

Referring to the parcel of property needed for right-of-way on the Beaverton-Hillsdale Highway that you wished expedited for acquisition, we have fun into problems. We have been unable to negotiate a settlement with the owner and are proceeding with the somewhat cumbersome processes of acquiring the strip by condemnation.

We have been told by our field people that the owner was issued a building permit prior to the time we began negotiations and he has started a building program.

We are doing the best we can to expedite this matter; however, it appears that the property owner intends to proceed with his plans.

If you wish anything further, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fs

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
R. B. Sipprell
D. H. Moehring
L. W. Rulien

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APR 2 - 1970

FOR FILING

Corr.
a 1st
Beaverton-Hillsdale

April 1, 1970

Hubbel, Guy

The Honorable Victor Atiyeh
State Senator
7690 S. W. Fairmoor
Portland, Oregon

Dear Senator Atiyeh:

In response to your recent request, I have had our Right of Way people attempt to acquire the necessary strip that the State needs for right-of-way along the Beaverton-Hillsdale Highway at S. W. 99th Avenue.

We have run into a problem in that the owners seem unwilling to sell the property. We are, therefore, proceeding with condemnation procedures which takes some considerable time, but I have asked our people to move promptly.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fh

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
R. B. Sipprell
D. H. Moehring

4/1/70 John Oaks reports that Condemnation proceedings are under way

Salem, Oregon
February 25, 1970

D. H. Moehring
Right of Way Engineer
Right of Way Division

Will you please keep us posted on a property acquisition for a project on the Beaverton-Hillsdale Highway a little easterly of Beaverton, specifically involving property formerly owned by Guy Hubbel located on the southwest corner of 99th Avenue and the Beaverton-Hillsdale Highway.

I wish to keep Senator Victor Atiyeh informed re this matter.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
R. S. Sipprell

RECEIVED
APR 20 1970

FOR FILE

SU-198(8)
7567

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
April 16, 1970

To: Mr. Forrest Cooper
State Highway Engineer

BUILDING

SUBJECT: 21959-Lindsay [J. & B.
Investment Company]
Beaverton-Jamieson Road
Section
Beaverton-Hillsdale Highway
Washington County

Senator Atiyeh recently requested that prompt handling be given the acquisition of the subject file. I have previously advised you that it appeared that we could reach an agreement with the owner involved as soon as he was furnished with a lawsuit and was available to negotiate with us.

This is to advise that we have now been able to set down with the owner, and although he is very agreeable to talk and discuss the matter nonetheless his demands are much too high for us to consider for a settlement.

I have asked that the file be recommended for condemnation, which has been done, and a letter of offer will probably go to the owner on April 17. We will get authority to condemn at next Tuesday's Commission meeting, and hopefully will file a complaint as soon thereafter as possible.

I am advised by the Right of Way Supervisor that the owner was issued a building permit prior to the time that we commenced negotiations, and he has actually started with his building program. I do not know exactly what affect our filing will have on the matter, but at least we will have made the effort as requested by Senator Atiyeh.

D. H. Moehring
Right of Way Engineer

DHM:JH

NOTED
FORREST COOPER

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APR 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-724

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APR 15 1970
FOR FILING

SU-198(8)
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Klabor

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

April 13, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

BEAVERTON-JAMIESON ROAD SECTION, BEAVERTON-HILLSDALE HIGHWAY
OAK GROVE ROAD-ELM STREET (MEDFORD) SECTION, JACKSONVILLE HIGHWAY
PATTERSON STREET-KLAMATH FALLS -MALIN HIGHWAY JUCTION, KLAMATH FALLS-LAKEVIEW HIGHWAY

Your Notices of Intent, listed above, have been referred to the appropriate state agencies for review. All have expressed approval. Included among the comments received was the suggestion that, where applicable, consideration be given to the installation of energy absorbing barriers.

We are pleased to add our approval.

Ed
Edward G. Westerdahl, II

orig to Young
4-14-70

NOTED
FORREST COOPER

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

General Files Copy

RECEIVED
MAR 17 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

Beaverton - Jamieson Rd.

SU-198(8)

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 • Phone - 364-2171

7561

March 16, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notice of Intent to apply for federal assistance for six federal-aid projects as follows:

State Administrative District No. 2

Federal-Aid Urban	S. E. Reedway-Clackamas Co. Line Section Pacific Highway East
Federal-Aid Secondary	Beaverton-Jamieson Road Section Beaverton-Hillsdale Highway

State Administrative District No. 5

Federal-Aid Primary	Goshen-Immigrant Road Section Willamette Highway

State Administrative District No. 8

Federal-Aid Secondary	Oak Grove Rd. -Elm St. (Medford) Section Jacksonville Highway

State Administrative District No. 11

Federal-Aid Secondary	Patterson St. -Klamath Falls-Malin Hwy. Jct. Section Klamath Falls-Lakeview Highway

State Administrative District No. 12

Federal-Aid Primary — Milton-Washington State Line Section
Oregon-Washington Highway

The estimated date of filing for federal-aid funds on these projects varies from May 1970 to December 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
R. W. ELLISON

L. H. Young
Program and Planning Engineer

Attach.

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
D. H. Moehring
R. L. Schroeder
H. S. Cox
B. L. Gifford
R. N. Chase

ATTACHMENT B

NOTICE OF INTENT
March 16, 1970

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency: State Highway Division — Salem (Address)
Contact Person: L. H. Young — 2761 (Phone)

1. Project Location

Administrative District: 2 — City: Beaverton
County: Washington — Special District(s) (if applicable):
Other affected jurisdictions/agencies:

---

2. Federal Program

Common Program Name: Federal Aid Secondary
Authorizing Legislation: Title 23 U.S.C. Highways (Public Law No. and Title)
Fed. Admin. Agency: Dept. Deaprtment of Transportation
Agency: Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant	380,000	Source of State Agency Share (if any)	
Local Applicant Share	-	General Fund	-
*State Agency Share	254,000	Other Funds (specify)	-
Other (specify)	-		
TOTAL	634,000	*Total State Agency Share	254,000

*Indicates totals should be equal.

---

4. Estimated Application Filing Date: May 1, 1970

---

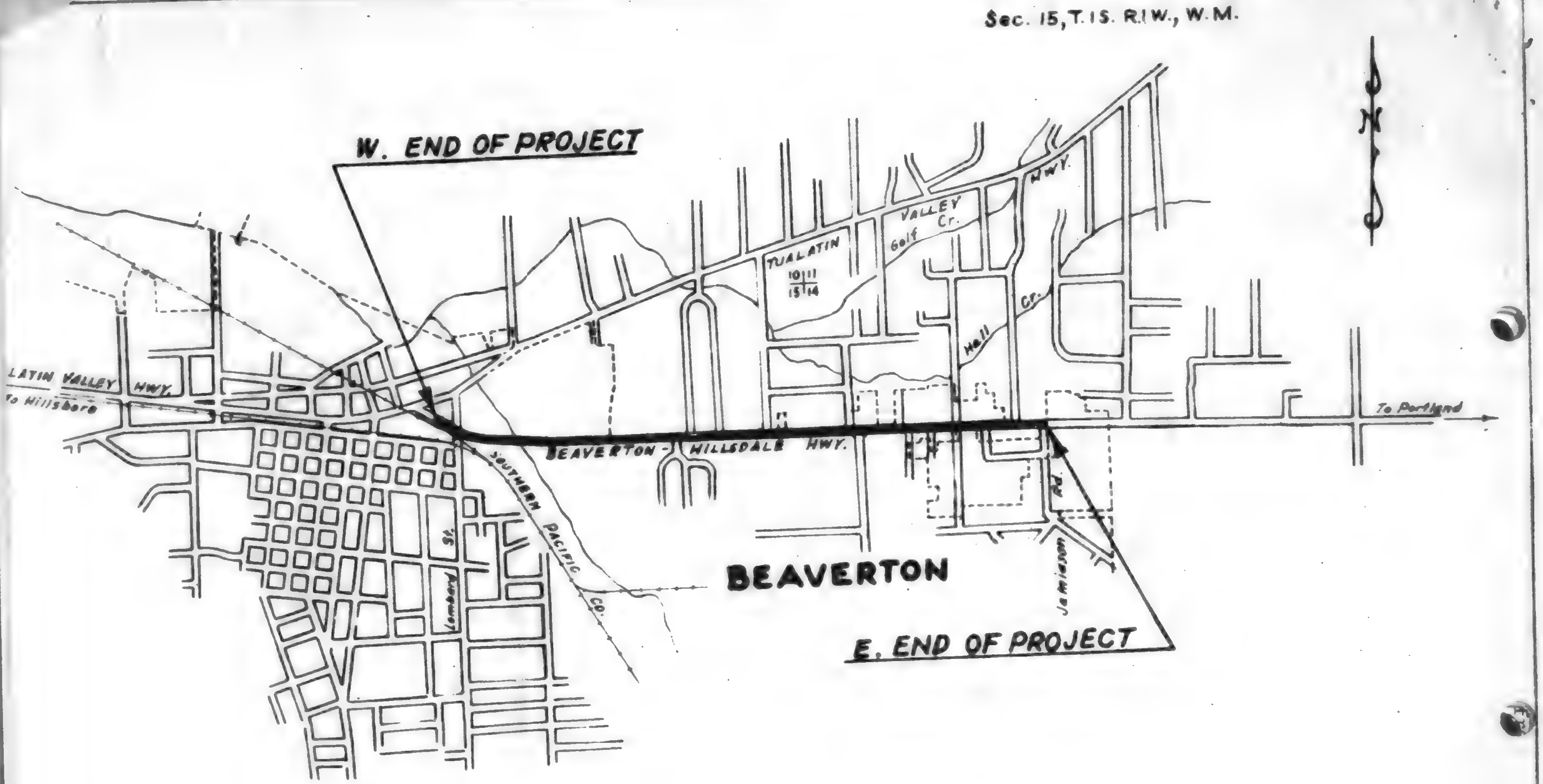
5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

BEAVERTON-JAMIESON RD. SECTION, BEAVERTON-HILLSDALE HIGHWAY

Project to consist of preliminary engineering, right-of-way acquisition, grading, paving, and incidental work required to convert the existing two lane highway to a 4-lane facility with limited access.

Length of Project	1.3 miles
Estimated ADT	1968 = 1200 1989 = 22,800
Standards	Class A (4) Highway (Technical Bulletin No. 19)
Typical Section	This project will have a 62-foot curb to curb city street section consisting of two 22-foot travel ways with 2-foot curb shy distance and the travel ways will be separated by a 14-foot median to be utilized for left turn traffic movement.
Structures	There are no major stream crossings or interchanges involved on this project.

See attached map for geographical location.


Sec. 15, T. 1 S. R. 1 W., W. M.
N
W. END OF PROJECT
E. END OF PROJECT
BEAVERTON
BEAVERTON - HILLSDALE HWY.
TUALATIN VALLEY HWY.
LATIN VALLEY HWY.
To Hillsboro
To Portland
SOUTHERN PACIFIC CO.
Golf Cr.
Hall Cr.
Lombard St.
Jamieson Rd.
10 11
15 14

BEAVERTON - JAMIESON ROAD SECTION

BEAVERTON - HILLSDALE HIGHWAY

WASHINGTON COUNTY

RECEIVED
MAR 2 - 1970
FOR FILING

SU-198(8)
7567

February 27, 1970

Mr. Laurence R. Sprecher
City Manager
City of Beaverton
City Hall
Beaverton, Oregon 97005

Dear Mr. Sprecher:

There has been some question as to the intention of the Highway Commission with respect to widening the Beaverton-Hillsdale Highway easterly of Beaverton.

At the present time, we have a substandard, narrow, four-lane section between Beaverton and Jamieson Road and we are acquiring additional right-of-way for future improvement on this entire section.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Senator Victor Atiyah

bc: R. L. Porter
F. B. Klaboe
V. D. Wolfe
D. H. Moehring
H. S. Cox
R. B. Sipprell
L. W. Rulien

FC:fn sr

Lot #4300

S W corner
99th

Vic Atyia

223-4125.

S.E Corner of

~~S.E~~

B.B . of S.W. 99th

Guy Hubbel

Sold J & B Investment
Eugene

R-D Hamburgers.

Letter L Sprecker
City Manager Beaverton
re plans for widening

RECEIVED
NOV 7 - 1969

FOR FILING

511-198(8)
7567

October 13, 1969

MEMO
BEAVERTON-JAMIESON ROAD SECTION
BEAVERTON-HILLSDALE HWY #40
CITY OF BEAVERTON

On Thursday, October 9, in discussion with Mr. Larry Sprecker, City Manager of Beaverton, he indicated that if State would construct berm area behind curbs on both sides of subject section, City would provide asphalt concrete footpaths.

D. N. Harwell
mm

D. N. Harwell
Assistant County-City Engineer

DNH:mm

cc: Forrest Cooper
R. L. Porter
× F. B. Klaboe
Victor Wolfe
× D. J. Barbee
× L. W. Rulien
Floyd Query

ⓧ 10-21-69 - Barbee requested data to what extent base rock would be required -
11-3-69 - Suggest State place 2" base rock (3/4"-0) on area to be paved by City for footpaths,
DNH.

NOTED
F.B. KLABOE

RECEIVED
NOV 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 18 1969
FOR FILING

SU-198(8)
7567

September 15, 1969

Mrs. Thomas R. Miles
Post Office Box 216
Beaverton, Oregon 97005

Dear Mrs. Miles:

Thank you for your letter concerning our proposed improvement on the Beaverton-Hillsdale Highway between Lombard Street and Jamieson Road. As you know, our plans call for the construction of a four-lane project with a median area for left turns (similar to the project recently constructed to the east). Provisions for parking will not be included.

The problem of providing walkways for pedestrians is, as you state, a difficult one to accomplish in the limited space available to us for the work. Nevertheless, we will discuss the matter with the City and County and attempt to provide at least a minimum amount of space behind the proposed curbs for this purpose.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee - Please discuss with me.
H. S. Cox - Please discuss with me.
L. W. Rulien

FBK:sr

(Typed from original) ajw

P. O. Box 216
Beaverton, Oregon 97005
August 14, 1969

Mr. Forrest Cooper
Oregon State Highway Department
Salem, Oregon 97310

Labon
for recommendation

Dear Mr. Cooper:

Referring to the work to be done on the Beaverton - Hillsdale Highway (Bertha-Beaverton between Jamieson Road and Lombard -- we have lived on Arrow Wood Lane off Jamieson, and prior to that on Jamieson since 1947 and watched the traffic and population developments in our area--including our daily or offener trips along the section for our business mail at the Beaverton Post Office. Consequently I feel my reaction may be of some value.

The heavy vehicular traffic certainly predestines widening. The accident alarms we hear indicate the nuisances and hazards created by 1) poor driving habits 2) too many attractions such as McDonalds, Villa Mart, etc. etc. There is however also a preponderance of foot traffic. Unfortunately there is no other less traveled route. The slowing to make right turns of auto traffic is nearly as hazardous as the left turn. The entering vehicles are a severe problem too. But the worst are the children who must travel along there. District #48 bus stops for grade, Jr. High, and High Schools. Activity bus runs for Junior High and High sports programs stop and unload on that section. Junior and High students go to and from school. Paper route boys. My next door neighbor trundling her cart to Villa Mart for groceries, and back. My own son has had to curtail his school and Boy Scout activities because our roadways have no areas for walkers. May we please protect these young and old non-drivers with a good sidewalk or at least a very wide shoulder. There goes another alarm now. Not all our tax money, surely, need be spent for vehicular traffic. Some of it spared for pedestrian traffic is a hope for accident reduction.

Most sincerely,

Mrs. Thomas R. Miles

P.O. Box 216
Beaverton Oregon 97005
August 14, 1969

Mr Forrest Cooper
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Referring to the work to be done on the Beaverton-Hillsdale Highway (Bertha-Beaverton) between Jamieson Road and Lombard – we have lived on Arrowwood Lane off Jamieson and prior to that on Jamieson since 1947 and watched the traffic and population developments in our area – including one daily or oftener trips along the section for our business mail at the Beaverton Post Office. Consequently I feel my reaction may be of some value.

The heavy vehicular traffic certainly predestines widening. The accident alarms we hear indicate the nuisances and hazards created by 1) poor driving habits 2) too many attractions such as McDonalds, VillaMart, etc. etc. There is however also a preponderance of foot traffic. Unfortunately there is no other less-traveled route. The slowing to make right turns of auto traffic is nearly as hazardous as the left turn. The entering vehicles are a severe problem too. But the worst are the children who must travel along there. District #48 bus stops for grade, Jr High, and High schools. Activity bus runs for Junior High and High sports programs stop and unload on that section. Junior High students go to and from school. Paper route boys. My next door neighbor trundling her cart to Villa-Mart for groceries, and back. My own son has had to curtail his school and Boy Scout activities because our roadways have no areas for walkers. May we please protect these young and old non-drivers with a good sidewalk or at least a very wide shoulder. There goes another alarm now. Not all our tax money, surely, need be spent for vehicular traffic. Some of it spared for pedestrian traffic is a hope for accident reduction.

Most sincerely,

Mrs. Thomas R. Miles

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AUG 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 8 - 1969
FOR FILING

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

SU-198(8)
7567

September 5, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Beaverton-Jamieson Road Section
Project SU-198(-)
Beaverton-Hillsdale Highway
Washington County

Dear Sir:

We hereby request your approval of the following proposed typical section for the subject project, based on data set forth hereinafter.

Typical Section: Four 11-foot travel lanes, 14-foot median to provide left turn refuge and a 2-foot offset from curbs. Surface width from curb to curb 62 feet with parking prohibited.

The proposed typical section is substandard when compared with our standard for a Class A, 4-lane facility, based on the present ADT of 20,500 and projected 1990 ADT of 24,000, which requires four 12-foot travel lanes, 16-foot median and 10-foot parking lanes. However, the proposed typical section does meet the requirements of the "Geometric Design Standards for Highways Other Than Freeways 1969" as adopted April 1969 and published by AASHO. All parking will be prohibited throughout the project.

The proposed typical section matches the existing roadway facility to the east which was constructed in 1965 and will minimize the right-of-way required to where businesses and families will not be displaced.

A copy of the corridor/design hearing map for the project is enclosed to provide information as to the general location and length of the proposed project.

We shall appreciate having this matter expedited, as the formal corridor/design hearing is scheduled for September 10, 1969. Please advise if additional information is required.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.

cc: F. B. Klaboe
D. J. Barbee
Victor D. Wolfe
D. H. Moehring
H. S. Cox
R. L. Schroeder
L. W. Rulien
R. N. Chase

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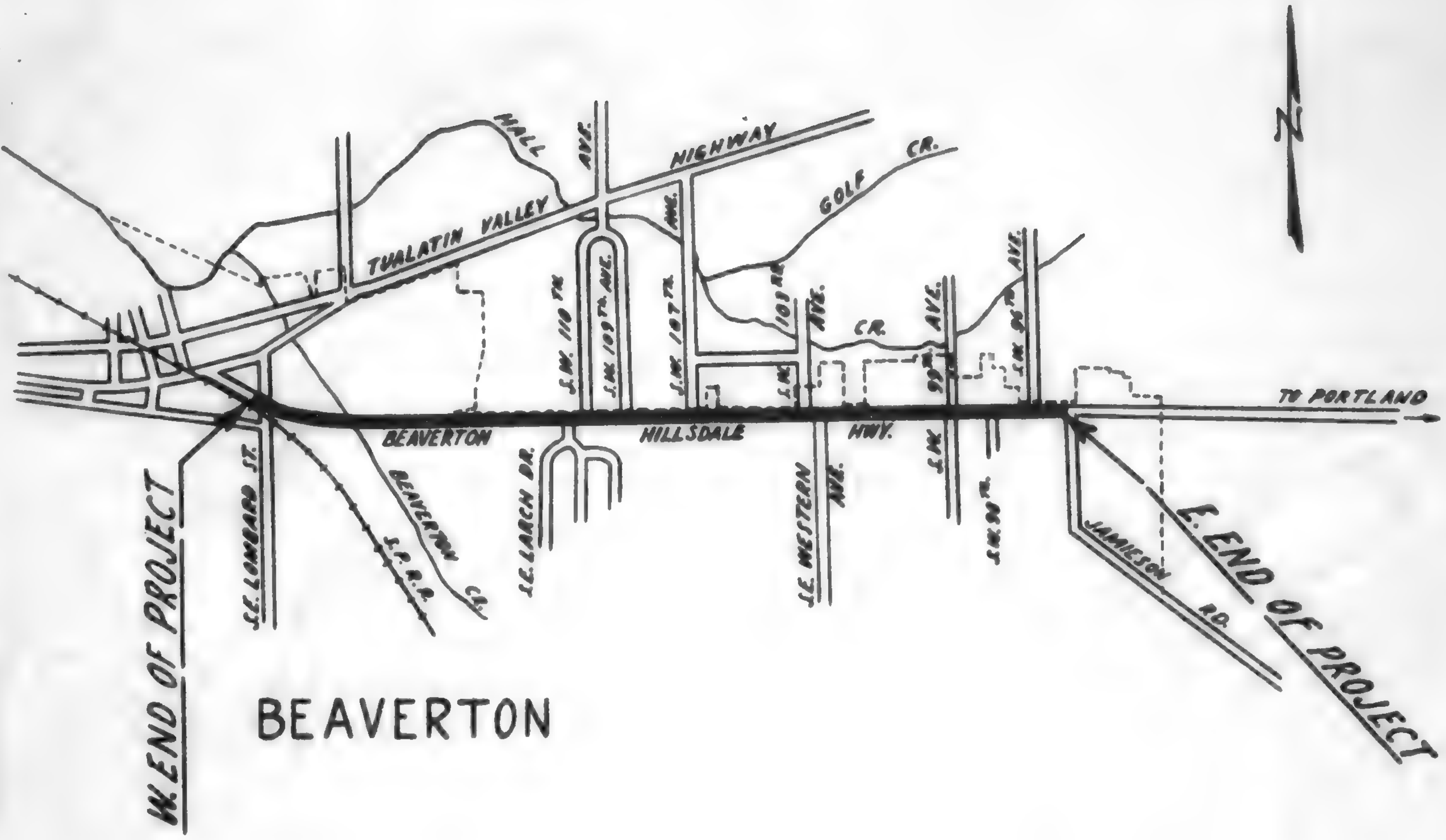
SEP 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER


HALL
AVE.
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TUALATIN VALLEY
GOLF CR.
AVE.
S.W. 110 TH.
S.W. 109 TH. AVE.
S.W. 107 TH.
103 RD.
S.W. AVE.
CR.
S.W. 92 ND. AVE.
S.W. 90 TH. AVE.
TO PORTLAND
BEAVERTON HILLSDALE HWY.
S.E. LOMBARD ST.
BEAVERTON CR.
S.P.R.R.
S.E. LARCH DR.
S.E. WESTERN AVE.
S.W.
S.W. 90 TH.
JAMIESON RD.
W. END OF PROJECT
E. END OF PROJECT
N
BEAVERTON

OREGON STATE HIGHWAY DEPARTMENT

Corridor & Design Hearing Map

BEAVERTON - JAMIESON ROAD

BEAVERTON - HILLSDALE HIGHWAY

WASHINGTON COUNTY

RECEIVED
SEP 9 - 1969

FOR FILING

SU-198(8)
7567

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
September 3, 1969

SUBJECT:
Beaverton-Jamieson Road Section
Beaverton-Hillsdale Highway
Washington County

To:
Mr. D. J. Barbee
Design Engineer
Salem

I met with Mr. and Mrs. Robert L. Derrie, 10950 S.W. Beaverton-Hillsdale Highway, Beaverton in regard to their letters concerning our proposed improvement of the subject section of highway.

The preliminary copies of the Detail Map and proposed right of way map were displayed essentially showing our proposed plans as previously outlined in your correspondence of July 15 and July 25, 1969. I explained our proposal and mentioned the corridor design hearings are to be held at Beaverton City Hall on September 9 and 10, 1969.

The hazardous conditions as felt by Mr. and Mrs. Derrie with respect to the highway seem to plague many residents with access to highways of high traffic volumes.

L. W. Rulien
Division Engineer

by

Clair L. Kuiper
Clair L. Kuiper
Engineer-Designer

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SEP 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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R. Olson
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SEP 5 1969
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DIVISION

NOTED
F. B. KLABOE

RECEIVED
JUL 28 1969

FOR FILE

S11-198(8)
7567

July 25, 1969

Mr. Homer C. Chandler
Executive Director
Columbia Region Association
of Governments
429 S. W. Fourth Avenue
Suite 500
Portland, Oregon 97204

Dear Mr. Chandler:

In response to your letter dated June 27, we are pleased to receive the favorable review by the Executive Committee of the Columbia Region Association of Governments for the Beaverton-Hillsdale Highway and Cascade Highway projects.

We note that the Oswego Highway project on the Cedar Oak Drive-West Linn Section was held for further study by the executive committee. You indicated in your letter that this item would be reviewed at the July 18 meeting of that body; however, we were informed by Mr. William Albright of our office that this item had been tabled due to the length of the July 18 agenda. We are most desirous that this subject be considered at the earliest possible date so that we may complete our documentation for the project.

Your cooperation in this matter will aid in the programming of Federal-aid projects in Clackamas County.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards ja
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
A. E. Johnson (enc.)
L. W. Rulien (enc.)

WDA:sw ja

⑲

CR
AG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS
429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331

CLACKAMAS COUNTY, OREGON
Cities in Clackamas County

CLARK COUNTY, WASHINGTON
Cities in Clark County

MULTNOMAH COUNTY, OREGON
Cities in Multnomah County

WASHINGTON COUNTY, OREGON
Cities in Washington County

June 27, 1969

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon Highway Department
Highway Building
Salem, Oregon

Dear Mr. Edwards:

Please be informed that on June 20, 1969, the Executive Committee of the Columbia Region Association of Governments reviewed the following proposed highway projects:

A. Beaverton-Hillsdale Highway: Between Jamieson Road and Lombard St. in the City of Beaverton.

B. Cascade Highway between Polk and Hilda Streets, Oregon City: The Committee unanimously endorsed these two projects as being vital parts of the master street and highway plan.

C. Lake Oswego Highway--Cedar Oak Drive--West Linn Section: The Committee asked that this project application be held for further study. The Committee is desirous of knowing what plans the highway department has concerning improvements of the highway on either or both ends of the section proposed for improvement in this application.

This proposal will be reviewed in the July 18th meeting. You are hereby requested to have representatives at that meeting who can provide the desired information.

2 PM
Hillsboro Courthouse

Sincerely yours,

Homer C. Chandler

Homer C. Chandler
Executive Director

HCC:jec

RECEIVED
JUL 1 - 1969
TRAFFIC ENGINEERING

RECEIVED
JUL 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

~~[illegible]~~
Roger
See that
some one
attends
7/18

RECEIVED
JUL 30 1996

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

511-198 (8)
7567

July 25, 1969

Mr. and Mrs. Robert L. Derrie
10950 S. W. Beaverton-Hillsdale Highway
Beaverton, Oregon 97005

Dear Mr. and Mrs. Derrie:

Re: Beaverton-Jamieson Road Section
Beaverton-Hillsdale Hwy., Washington County

This is in reply to your letter of July 18 concerning our proposed improvement to the Beaverton-Hillsdale Highway.

In July of 1950, the Sandberg Subdivision was platted or established. This included a dedication to the public of a 10-foot strip along the south side of the highway for highway purposes. This makes a total of 40 feet of right of way on your side of the highway centerline.

By a copy of this letter we are requesting our Division Engineer, Mr. L. W. Rulien, or one of his representatives to call on you in the near future to discuss your problem.

Very truly yours,

FORREST COOPER
State Highway Engineer

By ORIGINAL SIGNED BY
D. J. BARBEE

D. J. BARBEE
Design Engineer

DNS:jp:bdr
cc: F. B. Klaboe
L. W. Rulien

RECEIVED
JUL 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 17 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

SU-198(7)
7567

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 15, 1969

Mr. & Mrs. Robert L. Derrie
1445 S.W. Beaverton-Hillsdale Highway
Beaverton, Oregon 97005

Dear Mr. & Mrs. Derrie:

Re: Beaverton-Jamieson Road Section
Beaverton-Hillsdale Hwy., Washington Co.

This is in reply to your letter of July 11 concerning our proposed improvement to the Beaverton-Hillsdale Highway.

According to our present plan we expect to construct a new curb approximately 5 feet south of the existing curb in the vicinity of your house. This, in effect, will move the curb 5 feet nearer your house. We will not need right of way from you as we already own sufficient for this proposal. In other areas right of way will have to be purchased but not along your stretch of road.

If you are desirous of having a public hearing on this proposal, you should write to the Beaverton City Council, City Hall, Beaverton, Oregon before July 24, 1969.

Very truly yours,

Forrest Cooper
State Highway Engineer

By D. J. Barbee

D. J. Barbee
Design Engineer

RECEIVED
JUL 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

DNS:jp
cc: F.B. Klaboe
L.W. Rulien

July 11, 1969

Design Division Office
Room 224
State Highway Building
Salem, Oregon

RECEIVED

Dear Sir

We understand you plan to widen the Beaverton-Hillsdale Highway. We live on the highway and this would cause us great inconvenience unless you would move our houses back on our lots.
The traffic would be so close to our houses and this would be very hazardous. So many travel so fast out here at night. We all have bedrooms in the front of the house and feel this would be very dangerous in the event a car would go out of control and possibly hit one of the houses.
Our garage doors open out and we have to drive the car as far [illegible] in order to open the door. We would have to put the [illegible] end of our car in the highway.

in order to open the garage door. Perhaps you aren't aware of the situation out here. Would you please come and inspect this area before going further on this project.

Yours truly

Mr. + Mrs. Robert L. Derrie
1445 S.W. Beaverton-Hillsdale Hwy.
Beaverton, Oregon 97005

New address 10950 Beaverton-Hillsdale
Ph. 644-3239

RECEIVED
JUL 22 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

SW-178(8)
7567
HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 16, 1969

Mrs. Rose M. Saum
10970 S.W. Beaverton-Hillsdale Highway
Beaverton, Oregon 97005

Dear Mrs. Saum:

Re: Beaverton-Jamieson Road Section
Beaverton-Hillsdale Hwy, Washington Co.

This is in reply to your letter of July 14 concerning our proposed improvement to the Beaverton-Hillsdale Highway.

According to our present plan we expect to construct a new curb approximately 5 feet south of the existing curb in the vicinity of your house. This, in effect, will move the curb 5 feet nearer your house. We will not need right of way from you as we already own sufficient for this proposal. In other areas right of way will have to be purchased but not along your stretch of road.

If you are desirous of having a public hearing on this proposal, you should write to the Beaverton City Council, City Hall, Beaverton, Oregon before July 24, 1969.

Very truly yours,

Forrest Cooper
State Highway Engineer

By D. J. Barbee

D. J. Barbee
Design Engineer

DNS:jp
cc: F.B. Klaboe
L.W. Rulien

RECEIVED
JUL 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

(1730 Bertha-Beaverton Hwy)
new → 10970 S. W. Beav-Hillsdale Hwy
Beaverton Oregon - 97005
July 14 - 1969

Design Division Office
Room 224
State Hwy Building
Salem
Oregon

Dear Sirs -

I am one who is very much opposed to the widening of Beaverton-Hillsdale Hwy, for the simple reason that we, in Beaverton Highlands almost sit on the Hwy as it is, and any widening at all would give us no frontage whatever. When my husband & I bought this property in 1950 (or 1951) we liked the area for our retirement - My husband passed away in 1953 and I have struggled to keep payments up on it, This Hwy has been widened once since we bought here, At that time they filled in the only drainage we had from our homes, and water now runs from Hwy into our driveways,

Any more widening of Hwy would leave us stranded with no way to get out on to Hwy, Its bad enough as it is - I am just past 69 years of age - and have kept my place up well, and no help at all -

I invite the Hwy engineer or anybody that is proposing this widening to investigate this, and put themselves in our position - I Know you can't stop progress - But - to cause such trouble for the residents is just a bit too much - I'd certainly like to Know more about it, I am living on Social Security and Veterans Widow's pension, and in past 2½ years have had surgery 3 times, and it has been a struggle, and I don't want to lose what I have - I wasn't left a rich widow either - I worked until Dr ordered me to quit - Now, the State wants to push me around -

I am in favor of a hearing on this -

Mrs Rose M. Saum
1435 Bertha Beaverton Hwy
(new address just changed)
10970 S.W. Beaverton Hillsdale Hwy
Beaverton Oregon
97005

MRS. ROSE M. SAUM
1435 Bertha Beaverton Highway
Beaverton, Oregon 97005

RECEIVED
JUL 16 1969
FOR FILING
SU-198(8)
7567

July 15, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Route Documentation Data
Jamieson Rd.-Lombard St. Section
Project SU-198(-)
Beaverton-Hillsdale Hwy. (FAS 625)
Beaverton

Attention: Mr. R. M. Arens

Dear Sir:

We are submitting three copies of Route Documentation Data, as required by IM 30-2-65 and IM 21-12-67, for the Jamieson Road-Lombard Street Section of the Beaverton-Hillsdale Highway in Beaverton.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

cc: M. S. Cox
R. E. Royer
R. N. Chase

RNC:ia

3

OREGON STATE HIGHWAY DEPARTMENT

Support Data

The Beaverton-Hillsdale Highway (ORE10) (FAS 625), between Jamieson Road (FAS 840) and Lombard Street in the City of Beaverton, complies with the requirements of IM 50-2-65 as indicated by the following data:

A. In the Portland-Vancouver Metropolitan Transportation Study (PVMTS), the planning phase is being carried on cooperatively, and a written agreement has been signed by all participating agencies.

B. The proposed project is on a route that is compatible with the PVMTS recommended transportation plan and is included as part of the major street network.

C. The route is included on the Federal-Aid Highway System as FAS 625.

D. Improvement of the proposed project is compatible with anticipated land use activities in the area affected. Attached is a map showing the future land use plan.

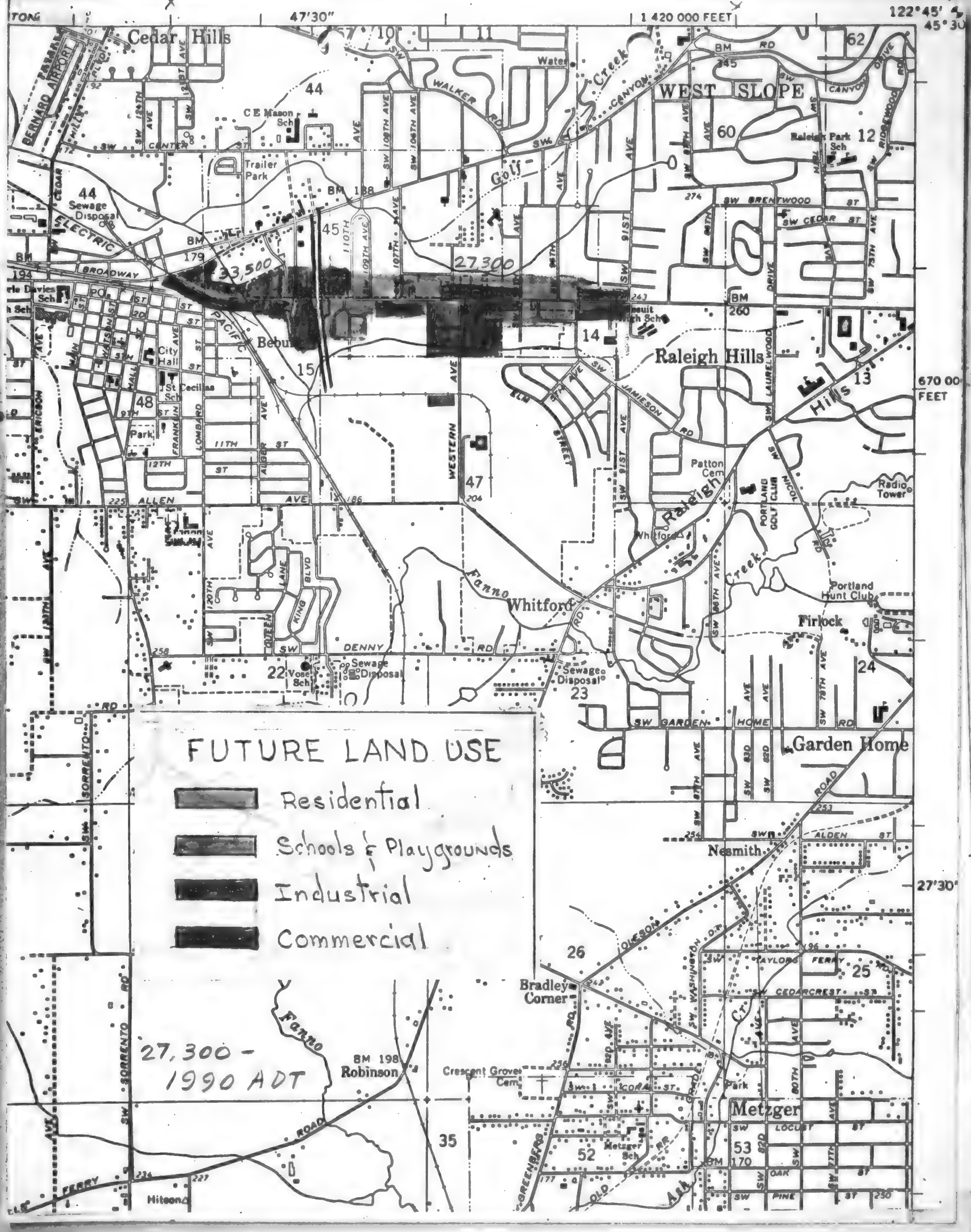
E. Attached is a letter from the Columbia Region Association of Governments, the local review agency, indicating their unanimous endorsement of this project as being a vital part of the master street and highway plan.

F. The design of the facility is based on projected traffic estimates. Shown on the attached map are estimates of the 1990 average daily traffic on this facility.

G. No transit improvements are anticipated, at this time, in the area served by this facility.

H. Access to and from the facility is such that efficient operation is assured.

I. Terminal facilities needed to assure efficient operation of the facility have been studied and can be added without conflict with anticipated land uses.


FUTURE LAND USE
Residential
Schools & Playgrounds
Industrial
Commercial
33,500
27,300
27,300 -
1990 ADT
Cedar Hills
West Slope
Raleigh Hills
Whitford
Garden Home
Nesmith
Bradley Corner
Robinson
Metzger
Firlock
Hiteon
Broadway
Bernard Airport
Sewage Disposal
Trailer Park
C E Mason Sch
Raleigh Park Sch
Jesuit High Sch
City Hall
St Cecilias Sch
Patton Cem
Portland Golf Club
Portland Hunt Club
Radio Tower
Crescent Grove Cem
Metzger Sch
Vose Sch
Bebur
47'30"
1 420 000 FEET
122°45'
670 000 FEET
27'30"

CRAG
COLUMBIA REGION ASSOCIATION of GOVERNMENTS
429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331
CLACKAMAS COUNTY, OREGON Cities in Clackamas County
CLARK COUNTY, WASHINGTON Cities in Clark County
MULTNOMAH COUNTY, OREGON Cities in Multnomah County
WASHINGTON COUNTY, OREGON Cities in Washington County

June 27, 1969

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon Highway Department
Highway Building
Salem, Oregon

Dear Mr. Edwards:

Please be informed that on June 20, 1969, the Executive Committee of the Columbia Region Association of Governments reviewed the following proposed highway projects:

A. Beaverton-Hillsdale Highway: Between Jamieson Road and Lombard St. in the City of Beaverton.

B. Cascade Highway between Polk and Hilda Streets, Oregon City: The Committee unanimously endorsed these two projects as being vital parts of the master street and highway plan.

C. Lake Oswego Highway--Cedar Oak Drive--West Linn Section: The Committee asked that this project application be held for further study. The Committee is desirous of knowing what plans the highway department has concerning improvements of the highway on either or both ends of the section proposed for improvement in this application.

This proposal will be reviewed in the July 18th meeting. You are hereby requested to have representatives at that meeting who can provide the desired information.

Sincerely yours,

Homer C Chandler

Homer C. Chandler
Executive Director

HCC:jec

[illegible] JUN 11 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

SU-198(8)

7567.

May 29, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Beaverton-Jamieson
Road Section
Beaverton-Hillsdale
Highway
Washington County

NOTED
R. L. PORTER

Dear Mr. Simpson:

This project does not effect any occupied improvements, consequently no relocation plan is furnished.

Very truly yours,

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:DH

cc R. L. Porter
F. B. Klaboe
L. H. Young
V. E. Skoog
D. J. Barbee
G. E. Rohde
M. R. Mitchell

RECEIVED
JUN 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
JUN 3 1969
FOR FILING

311-198(a)
7567

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
May 29, 1969

To:

SUBJECT: Beaverton-Jamieson Road Section
Beaverton-Hillsdale Highway
Washington County

Mr. D. J. Barbee
Design Engineer

BUILDING

Attention Mr. Donald E. Keyes
Preliminary Rural Design Supervisor

A design hearing has been proposed on the above project. The project does not involve the relocation of any occupied improvements.

The estimate for this right of way is $250,000.

G. E. ROHDE
Chief Counsel

John R. Oakes
John R. Oakes
Assistant Right of Way Engineer

JRO:DH

cc R. E. Simpson
R. L. Porter
F. B. Klaboe
Victor Wolfe
Floyd Query
G. E. Rohde
H. S. Cox
R. L. Schroeder

NOTED
F. B. KLABOE

RECEIVED
JUN 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

34-1624 SW Murray Blvd. (Beaverton) at 1971
#7568 Tualatin Valley, Tualatin Valley
Hwy. (Traffic signal)

[illegible]ECEIVED
[illegible] 1972
FOR FILING

Claim 46[illegible]

FILED
JUN 26 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

7568

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 23, 1972

Portland Bolt & Manufacturing Company
930 N. W. 14th Avenue
Portland, Oregon 97209

NOTED ON CARD
6-27-72 kl

Attention: C. H. Llewellyn
Vice President

Gentleman:

This is to acknowledge receipt of your letter of June 20 advising us that Richolyn Enterprises (subcontractor) owes you for materials in the amount of $713.44.

From the description given in your letter this appears to be in reference to the Tyee Construction Company Contract No. 7568 for traffic signal installation on S. W. Murray Boulevard in the City of Beaverton at the Tualatin Valley Highway in Washington County.

The Federal Insurance Company, Bonding Department, 1400 Plaza 600, 6th and Stewart Street, Seattle, Washington 98101 furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

RECEIVED
JUN 27 1972
OREGON
STATE HIGHWAY COMMISSION

CWH:kl

cc Federal Insurance Company
Tyee Construction Company
Hon. Clay Myers - Please acknowledge receipt of attached
claim on the enclosed copy of this letter.

Ce

NOTED
C. W. HEAD

Portland Bolt & Manufacturing Co.

930 N. W. 14th Ave. Portland, Oregon 97209

Phone: 227-5488

June 20, 1972

To: Oregon State Highway Commission
State Highway Bldg
Salem, Oregon

Notify is hereby given That the undersigned, Portland Bolt & Manufacturing Co., has claim for materials furnished (anchor rod assemblies, nuts, & washers) by Portlamd Bolt & Manufacturing Co. To Richolyn Enterprises, Salem, Oregon, a sub-contractor, in the amount of Seven hundred thirteen dollars and forty four cents (713.44) against the bond taken from Tyee Construction Co, Bealvue, Washington, as principal and Federal Insurance Bonding Co., 6th & Stuart, Seattle, Washington, as surety for the work of

SW Murray Road, Beaverton
State of Oregon Contract #7568

PORTLAND BOLT & MANUFACTURING

C.H. Llewellyn

By: C.H. Llewellyn
Vice President

930 NW 14th Ave
Portland 97209

SUBSCRIBED AND SWORN TO BEFORE ME
THIS 21st DAY OF
June 1972
M. Wilkinson
NOTARY PUBLIC FOR OREGON
My Commission Expires April 29, 1973

RECEIVED
JUN [illegible] 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
LLOYD QUERY

NOTED

RECEIVED
JUN 20 1972
FOR FILIN

7568

June 20, 1972

Federal Insurance Company
Bonding Department
1400 Plaza 600
6th and Stewart Street
Seattle, Washington 98101

Gentlemen:

A post-final payment for $30.01 will be made to Tyee Construction Company on Contract No. 7568 for traffic signal installation at S. W. Murray Boulevard in the City of Beaverton on the Tualatin Valley Highway in Washington County as soon as the warrant is prepared.

The total amount paid on this contract will be $32,268.74 including the post-final payment. Of the total, $30.01 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Tyee Construction Company
9330 N. E. Halsey Street
Portland, Oregon 97220

bc C. T. Kessey
Walt Hart
V. E. Skoog
Attn: John Harr
L. W. Rulien

APR 28 1972

7568

April 26, 1972

Federal Insurance Company
Bonding Department
1400 Plaza 600
Seattle, Washington 98101

Gentlemen:

On April 20, 1972, we wrote to you concerning release of final payment on Contract No. 7568 awarded to Tyee Construction Company for traffic signal installation on S.W. Murray Boulevard at the Tualatin Valley Highway in Beaverton, Washington County.

Final payment on this contract is $1,756.91 and the total contract amount is $32,238.73. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fjn

cc Tyee Construction Company
9330 N. E. Halsey Street
Portland, Oregon 97220

C. T. Keasey
Walt Hart
V. R. Skoog
Attn: John Kerr
L. W. Bulien

FOR FILING

7568

April 20, 1972

Federal Insurance Company
Bonding Department
1400 Plaza 600
6th & Stewart Street
Seattle, Washington 98101

Gentlemen:

Contract No. 7568 awarded to Tyee Construction Company for traffic signal installation on S. W. Murray Boulevard at the Tualatin Valley Highway in Beaverton in Washington County was completed on February 16, 1972, and accepted by the Highway Commission on April 14, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before April 25, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl

cc Tyee Construction Company
9330 N. E. Halsey Street
Portland, Oregon 97220

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: John Herr
L. W. Rulien

7568

DATE April 18, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7568, Work Completed February 16, 1972

Project SW Murray Blvd. (Beaverton) at Tualatin Valley Hwy.

Highway Tualatin County Washington

Type of Work Traffic Signal Installation

Contractor Tyee Construction Company

Recommended Acceptance Date April 14, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 16, 1972 for your formal concurrence.

VG:dg

cc Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

OREGON STATE HIGHWAY DEPARTMENT

ELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

Tualatin Valley Highway

SECTION PREFIX 34-1624

HIGHWAY Tualatin Valley Highway

COUNTY Washington

KIND OF WORK Traffic Signal Installation

OF JOB . Murray Blvd. at T. V. Highway

CONTRACT NUMBER 7568

FEDERAL AID PROJECT NUMBER State

RACTOR Tyee Construction Company

DATE WORK STARTED

ESTIMATED COMPLETION DATE February 16, 1972

OF CONTRACT May 28, 1971

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 250

CALENDAR DAYS USED 252

RAGE FORCE ON PROJECT FOR THE WEEK

SUPERVISION

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 100.8%

JECT AUTHORIZATION $ 38,711.30

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 97.7%

XCLUSIVE OF ENGINEERING: $ 35,330.40

ENGINEERING AUTHORIZATION $ 3,380.90

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 92.5%

TIMATED COST OF COMPLETED OJECT, EXCLUSIVE OF NEERING $ 33,000.00

ENGINEERING COST TO DATE $ 3,184.00

DATE PROJECT WAS COMPLETED: February 16, 1972

STIMATED PERCENT ~~OVERRUN UNDERRUN~~ Underrun 6.6 %

PERCENT OF AUTHORIZATION 94.2%

ESTIMATED PERCENT COMPLETE (ROADWORK)

			BASE	OIL AND/OR PAVE.	MAT'L. PROD		
LEARING	DRAINAGE	GRADING	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING

MILES IN PROJECT						
MILES PARTIALLY COMPLETED						
MILES COMPLETED						
TOTAL ESTIMATED QUANTITIES (CONTRACT)						
TOTAL QUANTITIES CORRECTED TO DATE						
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE						
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	Rain			
MONDAY 13	Partly Cloudy			
TUESDAY 14	Partly Cloudy			
WEDNESDAY 15	Hazy			
THURSDAY 16	Hazy			
FRIDAY 17	Hazy			
SATURDAY 11	Rain Showers			

M Routing

Keasey RECEIVED Pease

Bond B Glenn

Walker MAR 20 1972 Litchfield

Johnson CONSTRUCTION SECTION Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12	No activity all week.
MONDAY 13	
TUESDAY 14	
WEDNESDAY 15	
THURSDAY 16	
FRIDAY 17	
SATURDAY 11	

REMARKS

Status: Project complete and accepted. Last weekly report.

Construction - 2
Bridge
Traffic
Region
File

SIGNED

LOCATION
9000 SE Fuller Rd.
Portland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAR 16 1972
FOR FILING

7568

March 14, 1972

Mr. A. W. Kilborn, Superintendent
Southern Pacific Transportation Company
324 Union Station
Portland, OR 97208

Attn: Mr. E. A. Kandrew

Gentlemen:

All work under Contract No. 7568, S.W. Murray Boulevard (Beaverton) at Tualatin Valley Highway Section in Washington County was completed February 16, 1972.

In accordance with the agreement with your company, final billing for flagging and other protective services on this project is to be submitted on or before June 16, 1972.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

WB:dg

bc Jess Jones
T. W. Litchfield

RECEIVED
FEB 25 1972

FOR FILING

34-1624

7568

Salem, Oregon
February 24, 1972

Mr. F. D. Morgan
Construction Engineer

Contract No. 7568

Mr. W. J. Hart
Bridge Engineer

BUILDING

All work under Contract No. 7568, S. W. Murray Blvd. (Beaverton) at Tualatin Valley Highway Section of the Tualatin Valley Highway in Washington County, was completed February 16, 1972.

We request that your office return a signed copy of this letter indicating acceptance of the contract work or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Programing Engineer

Construction Division
Bridge Division

Office Endorsement

Date__________________________

Conditions noted on above date:

Construction Engineer
Bridge Engineer

[illegible]:bb

cc: Virgil Boyd
John Jenkins
H. S. Cox
J. R. Oakes
Donald L. Trout

RECEIVED

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 16, 1972

34-1634
7568

Tyee Construction Company
P O Box 1477
777-106th Avenue N. E.
Suite 1015
Bellevue, Washington 98004

Attention: Mr. Robert J. Watt
General Manager

Gentlemen:

Canyonville Interchange Illumination
Contract 7559
S. W. Murray Blvd. at Tualatin Valley Hwy.
Traffic Signals
Contract 7568

I am in receipt of your letter of February 4, 1972 regarding subcontracting of work on the subject projects.

Please submit contracts covering the specific work involved through the Resident Engineer for processing. Article 108.01 of the Standard Specifications for Highway Construction, covers the general requirements for subcontracts.

Very truly yours,

George M. Baldwin
Administrator of Highways
By R. W. Ellison
R. W. Ellison
Bridge Administration Engineer

RWE/ag

cc: A. E. Johnson
F. Query
L. Rulien
J. Versteeg
K. Martin
E. Rodriguez

NOTED
FLOYD QUERY

ECEIVED
JUL 19 1971
OR FILING

34-16-34
. KILBORN
RINTENDENT
. BABERS
STANT SUPERINTENDENT
. FERGUSON
SION ENGINEER
7568

Southern Pacific
Transportation Company
251 Union Station • Portland, Oregon 97209

IN REPLY PLEASE REFER TO
GMO 72630
0-0-Wc-69-36

July 13, 1971

Routing

Morgan	RECEIVED	Pease E
Decker		Swan
Bond	JUL 15 1971	Glenn
Walker		Litchfield I
Boehme	CONSTRUCTION DIVISION	Gallagher
Johnson		Stein

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to your letter July 2, relative to traffic signal installation, S.W. Murray Blvd. at Tualatin Valley Highway, Washington County.

Insurance furnished by Stanley T. Scott & Co., Inc. for your contractor Tyee Construction Company is satisfactory from railroad standpoint.

Please advise this office when contractor will be ready to commence work at this location. We must be informed prior to contractor starting work so that Roadmaster may be informed.

Yours truly,

AW Kilborn

cc: Tyee Construction Co.
9330 N.E. Halsey Street
Portland, Oregon 97220

Stanley T. Scott & Co., Inc.
2312 Eastlake Avenue East
Seattle, Washington 98102

Copied To: FLOYD QUERY
LW RULIEN
E RODRIQUEZ
RH RUMBOLZ
7-16-71
I

NOTED
FLOYD QUERY

RECEIVED
JUL 6 - 1971
FOR FILING

34-1624
7568

July 6, 1971

Tyee Construction Company
9330 N. E. Halsey Street
Portland, Oregon 97220

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7568 for a traffic signal installation on S. W. Murray Boulevard at the Tualatin Valley Highway in the City of Beaverton in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
Enrique Rodriquez

RECEIVED
JUN 25 1971
FOR FILING

34-1624
7568

June 25, 1971

Tyee Construction Company
9330 N. E. Halsey Street
Portland, Oregon 97220

Gentlemen:

Recently we received from you two executed copies of Contract No. 7568 for a traffic signal installation on S. W. Murray Boulevard in the City of Beaverton at the Tualatin Valley Highway in Washington County.

On Page 9 we note that John R. Gronlund has signed as Assistant Secretary, and on Page 7 John R. Gronlund has signed as witness. It is necessary that both the President and the Secretary sign both the Contract and Bond Pages, therefore, John R. Gronlund should sign beneath the President's signature on Page 7.

It is not legally acceptable for a person to witness his own signature; therefore, would you please have someone else sign as the witness, under Section III, Contract, Page 7.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
Enrique Rodriquez
L. W. Rulien

RECEIVED
JUN 1 - 1971
FOR FILING

34-1624
7568

SP*52803-734

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310
May 28, 1971

SUBJECT: Traffic Signal Installation
Tualatin Vly. Hwy. & Murray Blvd.
Washington County

To: V. E. Skoog
Controller
BUILDING

Attached is the County's Warrant No. 20023 in the amount of $21,855 covering their advance deposit for their share of the subject project.

L. E. George
Operations Engineer

LEG:njc

cc: Floyd Query
~~I. D. Merchant~~
H. S. Cox

NOTED
FLOYD QUERY

This check is in payment for:

Oregon State Highway Division

Washington County's share of Traffic Signal installation
Murray Blvd & T. V. Hwy. $21,855.00

Dept. of Public Works

Washington County
Department of Finance
and Administration

RECEIVED
JUN 1 - 1971
FOR FILING

34-1624
7568

May 28, 1971

Tyee Construction Company
9330 N. E. Halsey Street
Portland, Oregon 97220

Gentlemen:

The State Highway Commission on May 4, 1971, accepted your proposal for a traffic signal installation on S. W. Murray Boulevard at the Tualatin Valley Highway in Beaverton in Washington County for the sum of $33,259 and referred it to the State Highway Engineer with authority to award the contract as soon as Washington County approved the project and deposited $21,855.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7568.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 10, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ki
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
L. W. Rulien
William Geibel (SAIF)
I. D. Merchant
Enrique Rodriquez

RECEIVED
MAY 6 - 1971
FOR FILING

34-1624
7568

May 5, 1971

Mr. Ken Meng
Director of Public Works
Board of County Commissioners
Washington County Courthouse
Hillsboro, Oregon 97123

Dear Mr. Meng:

On April 29, bids were opened for the traffic signal installation at the intersection of the Tualatin Valley Highway and S. W. Murray Boulevard in the city of Beaverton. By the terms of the agreement covering the installation, the cost is to be shared by the Oregon State Highway Division and Washington County.

The pertinent data concerning the bids are as follows:

Low Bid	$33,259
Flagging	$ 550
Subtotal	$33,809
Engineering & Contingencies (14 1/2%)	$ 4,902
Total Estimated Cost	$38,711
County Share	$21,855 1/

1/ $5,000 fixed cost for railroad interconnect and removal of existing signals plus one-half of the remainder.

If you will submit the County's check for $21,855, we will proceed to award the contract. It is necessary that the contract be awarded within thirty calendar days from the opening of the bids.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall
L. W. Rulien

VPJ:pb sr

RECEIVED
[illegible] 5 - 1971

[illegible]

34-1624
7568

May 5, 1971

Tyee Construction Company
P. O. Box 1477
Bellevue, Washington 98009

Gentlemen:

The State Highway Commission on May 4, 1971, accepted your bid in the amount of $33,259 on the S. W. Murray Boulevard (Beaverton) at Tualatin Valley, Tualatin Valley Highway, in Washington County, which was the low bid received for that job on April 30.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as Washington County approves the project and deposits $21,855. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

bc Frank Morgan
I. D. Merchant
L. W. Dalien
Enrique Rodriquez

1-8329 Dooley Mtn. Rock Production 1971
Project, Baker-Unity Highway,
#7569 S. of Baker.

RECEIVED
DEC 21 1971
FOR FILING

1-8329
7569

December 21, 1971

General Insurance Co. of America
Portland Service Office
1200 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On December 14, 1971, we wrote to you concerning release of final payment on Contract No. 7569 awarded to H. A. Toole Construction Company for rock production on the Dooley Mountain Section of the Baker-Unity Highway in Baker County.

Final payment on this contract is $3,4[illegible].19 and the total contract amount is $50,788.34. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc H. A. Toole Construction Co.
1233 S. W. 2nd Avenue
Ontario, Oregon 97914

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
H. S. Coulter

RECEIVED
DEC 14 1971
FOR FILING

1-8329
7569

December 14, 1971

General Insurance Co. of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

Contract No. 7569 awarded to H. A. Toole Construction Company for rock production on the Dooley Mountain Section of the Baker-Unity Highway in Baker County was completed on November 12, 1971, and accepted by the Highway Commission on December 10, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before December 19, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc H. A. Toole Construction Co.
1233 S. W. 2nd Avenue
Ontario, Oregon 97914

bc Frank Morgan
Ivan Marchant
V. E. Skoog
Attn: John Herr
H. S. Coulter

RECEIVED
DEC 14 1971

FOR FILING

1-8329
7569

December 13, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed November 12, 1971, on Contract No. 7569. The contract was with H. A. Toole Construction Co., and was for rock production on the Dooley Mountain Section of the Baker-Unity Highway in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 10, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:bb

cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Cox
H. S. Coulter

1-8329
7569

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Dooley Mountain

WEEK ENDING: Nov. 27, 1971 Final Report

SECTION PREFIX: 1-8329

HIGHWAY: Baker-Unity ~~Old Oregon Trail~~

COUNTY: Baker

KIND OF WORK: Rock Production

NAME OF JOB: Dooley Mountain Rock Production

CONTRACT NUMBER: 7569

FEDERAL AID PROJECT NUMBER: State

CONTRACTOR: N.A. Toole Const. Co.

DATE WORK STARTED: Aug. 26, 1971

ESTIMATED COMPLETION DATE: Nov. 15, 1971

DATE OF CONTRACT: June 1, 1971

SPECIFIED WORK DAYS:

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED CALENDAR DAYS:

SPECIFIED COMPLETION DATE:

CALENDAR DAYS USED:

PERCENT OF TIME ELAPSED: 130

PROJECT AUTHORIZATION: $ 65,837.50

EXCLUSIVE OF ENGINEERING: $ 60,078.50

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 52,335.15

ESTIMATED PERCENT: UNDERRUN 9 %

ENGINEERING AUTHORIZATION: $ 5,750.00

This Week 260.00

ENGINEERING COST TO DATE: $ 1,210.00

PERCENT OF AUTHORIZATION: 21 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: Nov. 19, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING

	BASE GRADING	OIL AND/OR PAVE. SURFACING	MAT'L. PROD. MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED			10,000.00CY		
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000.00CY		
TOTAL QUANTITIES CORRECTED TO DATE			9,968.00CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			0		
AVERAGE DAILY QUANTITIES			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Overcast/Cool			
TUESDAY	Overcast/Cold			
WEDNESDAY	Overcast			
THURSDAY				BEN GIFFORD
FRIDAY				
SATURDAY				

Routing
Morgan
Becker
Bond
Johnson

RECEIVED
2 1971
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	Prepared Semi-Final Estimate
TUESDAY	Finished Semi-Final Estimate. Project Complete
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate was submitted to the Regional Office on Tuesday of this week.

Release from the Forest Service has yet to be received concerning source clean up, but is expected by the end of next week and will be forwarded.

SIGNED C.D. Hiatt LOCATION Baker

C.D. Hiatt, Resident Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
NOV 16 1971

1-8327
7569

Salem, Oregon
November 16, 1971

Contract 7369

Mr. F. D. Morgan
Construction Engineer

Mr. I. D. Merchant
Bridge Engineer

BUILDING

All work under Contract No. 7369, Dooley Mountain Section of the Baker-Unity Highway in Baker County, was completed November 12, 1971.

We request that your office return a signed copy of this letter indicating acceptance of the contract work or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Program and Planning Engineer

Construction Division
Bridge Division

Office Endorsement

Conditions noted on above date:

Date ______________________

Construction Engineer
Bridge Engineer

VG:bb

cc: Virgil Boyd
John Jenkins
H. S. Cox
E. F. Saling
Donald L. Trout

RECEIVED
JUL 6 - 1971
FOR FILING

1-8329
7569

July 2, 1971

R. A. Teele Construction Company
1235 S. W. 2nd Avenue
Ontario, Oregon 97914

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7569 for the
Dooley Mountain Rock Production
Project of the Baker-Unity Highway
in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Company of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
C. D. Hiatt

RECEIVED
JUN 9 - 1971

FOR FILING

1-8329
7569

June 9, 1971

N. A. Toole Construction Company
1235 S. W. 2nd Avenue
Ontario, Oregon 97914

Gentlemen:

Enclosed are three copies of Contract No. 7569 for $57,500 awarded to you by the State Highway Commission on June 1, 1971, for rock production on the Dooley Mountain Section of the Baker-Unity Highway in Baker County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 15, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Enclosures

cc Frank Morgan
I. D. Merchant
H. S. Coulter
C. D. Hiatt

RECEIVED
JUN 3 - 1971

FOR FILING

1-8329
7569

June 2, 1971

H. A. Toole Construction
1235 S.W. 2nd
Ontario, Oregon 97914

Gentlemen:

The State Highway Commission on June 1, 1971, awarded to you State Highway Contract No. 7569 in the amount of $37,300 for the Dooley Mountain Rock Production Project on the Baker-Unity Highway in Baker County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc Frank Morgan
I. D. Marchant
M. S. Coulter
C. D. Hiatt
Wm. Geibel SAIF

302-1706 Philomath (N. 9th St.) Section 1971
(Grading and paving)
#7570

CFA 4153 2-11-71

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-68)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF PHILOMATH
City Hall
Philomath, Oregon 97370
Attention of Mrs. Sylvia S. Moss, Recorder

Request No. (assigned by staff engineer or head of division) CC 1289

Date January 17, 1972

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Special City Allotment Project on 9th Street.

Contract No. 7570

Covered by agreement dated February 8, 1971.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Advance deposit by City		$1,730.76
		As per attached statement:		
		Final cost	23,385.74	
		State's agreed share	21,980.93	
		City's agreed share		1,404.81
		REFUND DUE CITY		$ 325.95

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 1,730.76

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
302-1418-295 ---
302-1706-295 $1,404.8

Submitted by: Gary E. Zehner

Approved:
Division Engineer

Approved: D. N. Howell
Department Head or Staff Engineer

Instructions. The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

Date January 17, 1972

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1971

Contract # 7570 Prefix 302-1706 Survey Prefix 302-1418

Street 9th

City Philomath

Payments to Contractor (see attached voucher)	$ 21,349.54
Engineering and Contingencies	2,036.20
Survey: Total $ 2,200.19 Prorated Share	--
TOTAL	23,385.74
Agreed State Share	21,980.93
*Agreed City Share	1,404.81
City Advance Deposit	1,730.76
REFUND DUE CITY	$ 325.95

Reference: Outside Billing cc 1289

*Cost of concrete curbs: $1,404.81

RU

November 22, 1971

Mrs. Sylvia S. Moss
City Recorder
City Hall
Philomath, Oregon 97370

Dear Mrs. Moss:

In reply to your query of last week regarding the cost of the curbs on the Special City Allotment project on 9th Street, the semi-final estimate shows a cost of $1,404.81. The final estimate has not been filed, so I have not made the final billing on the project. It appears that a refund of $325.95 will be due the City and a refund will be made soon after the final estimate has been filed.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:ljt

RECEIVED
SEP 29 1971

FOR FILING

302-1706

7370

September 29, 1971

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington   98401

Gentlemen:

On September 24, 1971, we wrote to you concerning release of final payment on Contract No. 7370 awarded to Corvallis Sand and Gravel Company for work on N. 9th Street in the City of Philomath in Benton County.

Final payment on this contract is $1,102.75 and the total contract amount is $21,349.54, including $57.87 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Corvallis Sand & Gravel Co.
P. O. Box 987
Corvallis, Oregon   97330

bc J. B. Boyd
Frank Morgan
Ivan Merchant
V. E. Shoog
Attn: John Kerr

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY BENTON

HIGHWAY CITY STREET

SECTION PHILOMATH /N 9TH ST/

CONTRACT NO 7570

ESTIMATE N 3

FEDERAL AID PROJECT NO. /

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO
001	9N GENERAL EXCAVATION		LUMP SUM	7000.0000	10
002	9N LIN-C AGGREGATE BASE	10 IN THICK	SQ YDS	3.2500	2,181
003	9N CLASS C ASPHALT CONC	3 INCHES THICK	SQ YDS	2.6000	2,174
004	9N 12-INCH CULVERT PIPE		LIN FT	6.0000	64
005	9N CONCRETE CURBS		LIN FT	2.1500	653
	ADJUSTMENT ITEMS				
01	9N LIQUIDATED DAMAGES		DAY	30.0000-	
	FORCE ACCOUNT ITEMS				
801	9N FLAGGING	94001			

9-27-71

TOTAL CONTRACT I

DATE 09 27 71 PG. 01 7570

- - - % RETAINED ON CONTRACT

PREVIOUS VOUCHER NO. 13139

FORCE ACCO

CHECKED BY: CP/js

TOTAL PAYM

ENGINEER OR AUDITOR L. L. Mac Intyre

CONTRACT NO. 7570

ESTIMATE NO. 3 /Final

PREFIX NO'S. 302 1706 204(41)

1,102.75 Dr.

FEDERAL AID PROJECT NO. /

ST/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
P SUM	7000.0000	100.000	7000.00	7000.00	
YDS	3.2500	2,181.000	7088.25	7088.25	
YDS	2.6000	2,174.850	5654.61	5654.61	
FT	6.0000	64.000	384.00	384.00	
FT	2.1500	653.400	1404.81	1404.81	
	30.0000-	8.000	240.00-	240.00-	
			57.87	57.87	
TOTAL CONTRACT ITEMS			21291.67	21291.67	
--- % RETAINED ON CONTRACT ITEMS				1,102.75	1,102.75
FORCE ACCOUNT			57.87	57.87	
TOTAL PAYMENTS			21,349.54	20,246.79	1,102.75

OREGON STATE HIGHWAY DEPARTMENT 09/27/71

PROGRESS ESTIMATE

SECTION PHILOMATH /N 9TH ST

HIGHWAY CITY STREET

TYPE WORK GRADING AND PAVING

COUNTY NTON

SPECIFIED COMPLETION A) 50 CWD B) C)

CONTRACTOR CORVALLIS SAND AND GRAVEL CO
CORVALLIS

AWARDED 06 07

EXTENSION

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	GENERAL EXCAVATION	LUMP SUM	70000000	100000	700000	100000	700000
002	1IN-0 AGGREGATE BASE 10 IN THICK	SQ YDS	32500	2200000	715000	2181000	708825
003	CLASS C ASPHALT CONC 3 INCHES THICK	SQ YDS	26000	2300000	598000	2174850	565461
004	12-INCH CULVERT PIPE	LIN FT	60000	70000	42000	64000	38400
005	CONCRETE CURBS	LIN FT	21500	700000	150500	653400	140481
	TOTALS FOR ORIG. CONTRACT				2205500		2153167
	ADJUSTMENTS						
6001	LIQUIDATED DAMAGES	DAY	-300000			8000	-24000
	FORCE ACCOUNTS						
601	FLAGGING 94001						5787
	* TOTAL PAY COSTS				2205500		2134954
	STATE FORCE ORDERS						
92001	PERM SIGNING						13000

PROGRESS ESTIMATE AND COST REPORT PAGE NO. 02 FORM E-498 (REV 5-69)

PROGRESS ESTIMATE AND COST REPORT PAGE NO. 01 FORM E-498 (REV. 5-69)

AWARDED 06 07 71 F.A.P. CONTRACT NO. 7570 WORK DONE TO:

CWD

EXTENSION APPROVED PREFIX 302 1706

A) 58 CWD ESTIMATED DATE OF COMPLETION:

SAND AND GRAVEL CO USED B) ESTIMATE NO. 003

C) **FINAL**

CORRECTED ESTIMATE		PERFORMED TO DATE 08/21/71		TO COMPLETE 08/21/71		GROUP P or N	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	700000	100000	700000			9N		
2181000	708825	2181000	708825			9N		
2174850	565461	2174850	565461			9N		
64000	38400	64000	38400			9N		
653400	140481	653400	140481			9N		
	2153167		2153167					
8000	-24000	8000	-24000			9N		
	5707		5707			9N		
	2134954		2134954					
	13000				13000	9N		

OREGON STATE HIGHWAY DEPARTMENT 09/27/71

PROGRESS ESTIMAT

SECTION PHILOMATH /N 9TH ST

COUNTY [illegible]NTON

AWARDED 06

SPECIFIED COMPLETION A) 50 CWD
B)
C)

EXTENSION

HIGHWAY CITY STREET

CONTRACTOR CORVALLIS SAND AND GRAVEL CO
CORVALLIS

TYPE WORK GRADING AND PAVING

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	ADD. ANTICIP. ITEMS						
94001	FLAGGING EW 1				100000		
94002	SS-1 ASPHALT IN WATERING				17500		
99998	CONTINGENCIES				104555		
99999	ENGINEERING				232300		232046
	GRAND TOTALS				2659885		230000

RESIDENT ENGINEER ______________________ DATE

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

FORM E-498 (REV. 5-69)

AWARDED 06 07 71

F.A.P.

CONTRACT NO. 7570

WORK DONE TO:

A) 50 CWD

B)

C)

EXTENSION

APPROVED

PREFIX 302 1706

A) 58 CWD

ESTIMATED DATE OF COMPLETION:

LLIS SAND AND GRAVEL CO

LLIS

USED B)

C)

ESTIMATE NO. 003

FINAL

ON T	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 08/21/71 QUANTITY	PERFORMED TO DATE 08/21/71 AMOUNT	TO COMPLETE 08/21/71 QUANTITY	TO COMPLETE 08/21/71 AMOUNT	GROUP P OR N	NEW TOTAL TO DATE QUANTITY	NEW TOTAL TO DATE AMOUNT
0							9N		
00							9N		
35									
00		232046		51162					
9885		2380000		2186096		193904			

DATE

DIVISION ENGINEER

RECEIVED
SEP 24 1971

FOR FILING
302-1206
7570

September 24, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7570 awarded to Corvallis Sand and Gravel Company for work on N. 9th Street in the City of Philomath in Benton County was completed August 21, 1971, and accepted by the Highway Commission on September 23, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before September 29, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Corvallis Sand & Gravel Co.
P. O. Box 987
Corvallis, Oregon 97330
bc J. B. Boyd
Frank Morgan
Ivan Merchant
V. E. Shoog
Attn: John Herr

RECEIVED
SEP 24 1971
FOR FILM

303-1306
15 11

September 23, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed August 21, 1971 on Contract No. 7570. The contract was with Corvallis Sand and Gravel Company and was for grading and paving on the Philomath (North 9th Street) Section in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 23, 1971 and that you concur in this procedure at the Commission meeting on October 19, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. B. Boyd

VG:fw

302-1706
7570

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: PHILOMATH (N. 9th St.)

WEEK ENDING: September 4, 1971

SECTION PREFIX: 302-1706

HIGHWAY: City Street

COUNTY: Benton

NAME OF JOB: Philomath (N. 9th Street)

KIND OF WORK: Grading and Paving

CONTRACTOR: Corvallis Sand and Gravel

CONTRACT NUMBER: 7570

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 7, 1971

DATE WORK STARTED: July 6, 1971

ESTIMATED COMPLETION DATE: August 25, 1971

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED ~~WORK DAYS~~ / work SPECIFIED CALENDAR DAYS: 50

WORK DAYS USED / work CALENDAR DAYS USED: 58

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 116

PROJECT AUTHORIZATION: $ 26,598.35

EXCLUSIVE OF ENGINEERING: $ 24,275.35

ENGINEERING AUTHORIZATION: $ 2,323.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 21,479.00

ENGINEERING COST TO DATE: $ 2,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

ESTIMATED PERCENT: OVERRUN UNDERRUN: 11.5 %

PERCENT OF AUTHORIZATION: 86 %

DATE PROJECT WAS COMPLETED: August 21, 1971

Project completed - Semi-final estimate submitted to Regional Office September 3, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.09	0.09			0.09
MILES PARTIALLY COMPLETED	0.09	0.09			0.09
MILES COMPLETED	0.09	0.09			0.09
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Lump Sum	2200 Sq. Yd.			2300 Sq. Yd.
TOTAL QUANTITIES CORRECTED TO DATE	Lump Sum	2174 Sq. Yd.			2181 Sq. Yd.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	2174 Sq. Yd.			2181 Sq. Yd.
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Time Expired				
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None (FINAL REPORT)

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Rain			
TUESDAY	Rain			
WEDNESDAY	Rain			
THURSDAY	Cloudy-Showers			
FRIDAY	Cloudy			
SATURDAY	Cloudy (est)			

RECEIVED
SEP 7 1971
CONSTRUCTION
DIVISION

Routing
Glenn
Litchfield
Stein
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work by contractor.
MONDAY	No work by contractor.
TUESDAY	No work by contractor.
WEDNESDAY	No work by contractor.
THURSDAY	No work by contractor.
FRIDAY	No work by contractor.
SATURDAY	No work by contractor. (Week ending September 4, 1971.)

REMARKS

Project completed August 21,1971.
Semi-finsl estimate and supporting data submitted to Reional Office by September 3, 1971.

(FINAL REPORT)

SIGNED L.L. MacIntyre, Res. Engr. LOCATION Corvallis

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

SCA
Philomath

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

Project Name Philomath (N. Ninth Street) Contract No. 7570

Highway City Street 8-27-71 Prefix No. 302-1706

County Benton F.A. No. ____

Final inspection made on 8-17-71 By Gerald Wimer

in company with L. L. MacIntyre

RECEIVED
COUNTY & CITY SECTION
AUG 27 1971
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

CHECK LIST

Date

8-21 Construction signs removed

None est. Salem Office notified to rescind construction speed zone

8-21 Contractor removed equipment from project

8-21 Roadside cleanup completed

Never closed Opened to traffic

9-3 With semi final Regional Materials Certification submitted

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Project was fine except for some minor cleanup. This was subsequently done on August 21, 1971.

All contract work on this project has been completed and recommendation is made for acceptance on 8-21-71. The semi-final estimate will be submitted about 9-3.

cc: Const. Engineer - F. D. Morgan
Bridge Engineer - Ivan Merchant
Maint. Engineer - R. N. Bothman
Co.-City Eng. - H. S. Cox ✓
Reg. Engineer - J. B. Boyd
Res. Engineer - L. L. MacIntyre
Dist.Engineer - Howard Johnson
State Parks Supt.-Dave Talbot
Reg. Parks Supt.- Cliff Lenz

Copies sent to all named ____

(Signed) Reg. Const. Engr. (Title)

RECEIVED
AUG 27 1971
FOR FILING

302-1706
7570

Salem, Oregon
August 25, 1971

Contract 7570
Prefix 302-1706

Mr. F. D. Morgan
Construction Engineer

Mr. I. D. Merchant
Bridge Engineer
BUILDING

All work under Contract No. 7570, Philomath (North 9th Street) Section in Benton County, was completed August 21, 1971.

We request that your office return a signed copy of this letter indicating acceptance of the contract work or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

Vince Gallagher
Contract Payments Engineer

Construction Section
Bridge Section

Date _______________

Office Endorsement

Conditions noted on above date:

Construction Engineer
Bridge Engineer

VG:fw

cc: Virgil Boyd
John Jenkins
H. S. Cox

302-1706
7570

[illegible]
[illegible] OREGON
[illegible]

August 23, 1971

Mr. L. L. MacIntyre
Oregon State Highway Division
3700 Philomath Highway
Corvallis, Oregon 97330

Dear Mr. MacIntyre;

The City of Philomath has inspected and accepted improvement of Ninth Street from Pioneer Street to the north city limits.

Your cooperation in this matter is greatly appreciated.

Sincerely,

Martin J. Hoffman
Martin J. Hoffman
Mayor

John R Schutte

RECEIVED
COUNTY & CITY SECTION
SEP [illegible] 1 1971
☐ ENGR. ☐ COOR. ☐ JE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

NOTED
LLOYD QUERY

cc: Secretary ✓
Co. - City

30 Aug 71

Re: Dump site; S.W. Corner, Pioneer St. and North
Ninth St. Philomath, Oregon

This is to release Corvallis Sand and Gravel from responsibility for dump site @ N 9th & Pioneer in connection with construction of N 9th project.

Calvin J. Post
241 N 8th
Philomath, Oregon.

cc: Secretary
Co-City

RECEIVED
JUL 1 - 1971

FOR FILING

302-1706
7570

July 1, 1971

Corvallis Sand & Gravel Company
P. O. Box 987
Corvallis, Oregon 97330

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7570 for work on North Ninth Street in the City of Philomath in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc United Pacific Insurance Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
R. D. Asburry
L. L. MacIntyre

RECEIVED
JUN 25 1971
FOR FILING

302-1706
7570

June 25, 1971

Corvallis Sand & Gravel Company
P. O. Box 987
Corvallis, Oregon 97330

Gentlemen:

We are returning both copies of Contract No. 7370 for work on North Ninth Street in the City of Philomath in Benton County.

It is necessary that both the President and the Secretary of a corporation sign the contract unless someone else has this authority. Please have the President sign the contract and bond pages of both copies.

If someone else is authorized to sign the contract in behalf of the corporation, a certified copy of the by-laws or minutes of the corporation showing this authority to sign must be furnished the Highway Commission.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl
Enclosures

bc F. D. Morgan
I. D. Merchant
R. D. Asburry
L. L. MacIntyre

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Corvallis, Oregon
June 22, 1971

SUBJECT: Preconstruction Conference
Philomath (N. 9th St.) Section
City Street
Contract 7570

To: MEMO TO THE FILES

On Tuesday, June 22, 1971 at 1:30 PM, a preconstruction conference on the subject project was held in the Philomath City Hall. Present were:
Mr. John Schutte, Philomath Supt. of Public Works
Hal Peck and Sam Villemyer, P.P. & L.
Bob Robinson, Pioneer Telephone Co-op.
Harold Murray, NW Natural Gas
M. Marquis, Dick Craig, Bill Heron, Corvallis Sand & Gravel
L.L. MacIntyre, Dick Nelson, Oregon State Highway Division

John Schutte reported the conflicts with City water system were minor, but would require adjustment during construction.

Harold Murray reported he anticipated no problem with the 2 inch gas main, and plans to have two conflicting service lines lowered prior to commencement of construction.

P.P. & L. and Pioneer Telephone to remain in present location until completion of the clearing - to be advised one day in advance of commencement of the clearing by Corvallis Sand & Gravel.

Corvallis Sand & Gravel tentative schedule calls for commencement of clearing July 6, 1971. City gave approval to disposal of excess material at 9th and Pioneer streets.

Corvallis Sand & Gravel inquired about SS-1 in watering, as included in the special provisions, Section 104.04 Extra Work, it was agreed this would be advantageous on this project.

Richard E. Nelson
Asst. Res. Engr.

RECEIVED
JUN 15 1971

FOR FILE

302-1706
7570

June 14, 1971

Corvallis Sand and Gravel Co.
P. O. Box 987
Corvallis, Oregon 97330

Gentlemen:

Enclosed are three copies of Contract No. 7570 for $22,055 awarded to you by the State Highway Commission on June 7, 1971, for work on North Ninth Street in the City of Philomath in Benton County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 25, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
R. D. Asberry
L. L. MacIntyre

File 5CA

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1971
☑ ENGR. ☑ COOR. ☐ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 7, 1971

ADVANCE DEPOSIT

County-City Section
~~Mr. Vernon E. Skeeg~~
OFFICE

Dear Sir:

Attached we hand you, for deposit in the State Highway Fund, Warrants, Checks, Drafts Cash, etc., as follows:

FROM	KIND	NO.	AMOUNT	FOR
County of Union	Warrant	619	$18,000.00	State Ditch Bridge
City of Philomath	Check	10248	1,730.76	9th Street

Receipt of the above is acknowledged.

Signed D. N. Howell

Dated 6-7-71

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By C. A. Head

Assistant Secretary

☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☑ CE ☑ RE ☐ RPE ☐

June 7, 1971

City of Philomath
P. O. Box 549
City Hall
Philomath, Oregon 97370

Attn: Mrs. Sylvia S. Moss, Recorder

Gentlemen:

We wish to acknowledge receipt of City's check #10248 in the amount of $1,730.76 to cover advance deposit on the 1971 Special City Allotment project on 9th Street.

The project is now clear for award to the apparent low bidder, Corvallis Sand & Gravel Company of Corvallis.

We appreciate your cooperation in this matter and request you contact this office if any questions arise.

Very truly yours,

H. S. Cox
County and City Engineer

By

D N Harwell

Oscar H. Norberg
6— Cities Engineer

DNH:ljt

bc: L. H. Young
F. D. Morgan
V. E. Skoog, Attn: John Herr

Check #10248 rec'd. 6/7/71

By Herr

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 27, 1971

Mrs. Sylvia S. Moss
City Recorder
City Hall
Philomath, Oregon 97370

Dear Mrs. Moss:

On May 27, 1971, the State Highway Commission opened bids on the 1971 Special City Allotment project on 9th Street. The apparent low bid was submitted by Corvallis Sand & Gravel Company of Corvallis.

The anticipated cost based on the low bid is as follows:

Contractor's bid		$22,055.00
Anticipated additional items;		
Flagging (State share)	$1,000.00	
SS-1 asphalt in watering	175.00	1,175.00
		23,230.00
Engineering & contingencies 14½%		3,368.35
		26,598.35
City's estimated share of preliminary eng'ring		132.41
		$26,730.76

As the contract cannot be awarded until the City has deposited its estimated share of cost, please forward, at your earliest convenience, a check to this office in the amount of $1,730.76 made payable to the State Highway Commission. The above includes the $1,505 bid by the contractor for curbs.

I want to call your attention to the fact that the bid overran the engineer's estimate 18%, in case you want to take other action in the matter.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H Norberg

Oscar H. Norberg
Cities Engineer

COUNTY & CITY SECTION
JUN 7 - 1971

OHN:mm

RECEIVED
JUN 7 1971
OREGON
STATE HIGHWAY COMMISSION

[illegible]
JUN 9 - 1971

FOR FILING
302-1706
7570

June 7, 1971

Corvallis Sand and Gravel Co.
P. O. Box 987
Corvallis, Oregon 97330

Gentlemen:

The State Highway Commission on June 1 accepted your proposal for work on North 9th Street in Philomath in Benton County for the sum of $22,055 and referred it to the State Highway Engineer with authority to award the contract as soon as the City of Philomath approves the project and deposits $1,730.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7570.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn
cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

Frank Morgan
Ivan Merchant
R. D. Asburry
L. L. MacIntyre
Wm. Geibel - SAIF

RECEIVED
JUN 3 - 1971
FOR FILING

302-1706
7570

June 2, 1971

Corvallis Sand and Gravel Co.
P. O. Box 987
Corvallis, Oregon 97330

Gentlemen:

The State Highway Commission on June 1, 1971, accepted your bid in the amount of $22,035 for work on North 9th Street in Philomath in Benton County, which was the only bid received for that job on May 27.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as the City of Philomath approves the project and deposits $1,730. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frank Morgan
L. D. Marchant
R. D. Asbury
L. L. MacIntyre

☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ DE
☑ HPE ☑ CE ☐ [illegible] ☐ [illegible] ☐

May 27, 1971

Mrs. Sylvia S. Moss
City Recorder
City Hall
Philomath, Oregon 97370

Dear Mrs. Moss:

On May 27, 1971, the State Highway Commission opened bids on the 1971 Special City Allotment project on 9th Street. The apparent low bid was submitted by Corvallis Sand & Gravel Company of Corvallis.

The anticipated cost based on the low bid is as follows:

Contractor's bid		$22,055.00
Anticipated additional items;		
Flagging (State share)	$1,000.00	
SS-1 asphalt in watering	175.00	1,175.00
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Engineering & contingencies 14½%		3,368.35
		26,598.35
City's estimated share of preliminary eng'ring		132.41
		$26,730.76

As the contract cannot be awarded until the City has deposited its estimated share of cost, please forward, at your earliest convenience, a check to this office in the amount of $1,730.76 made payable to the State Highway Commission. The above includes the $1,505 bid by the contractor for curbs.

I want to call your attention to the fact that the bid overran the engineer's estimate 18%, in case you want to take other action in the matter.

Very truly yours,

H. S. Cox
County and City Engineer

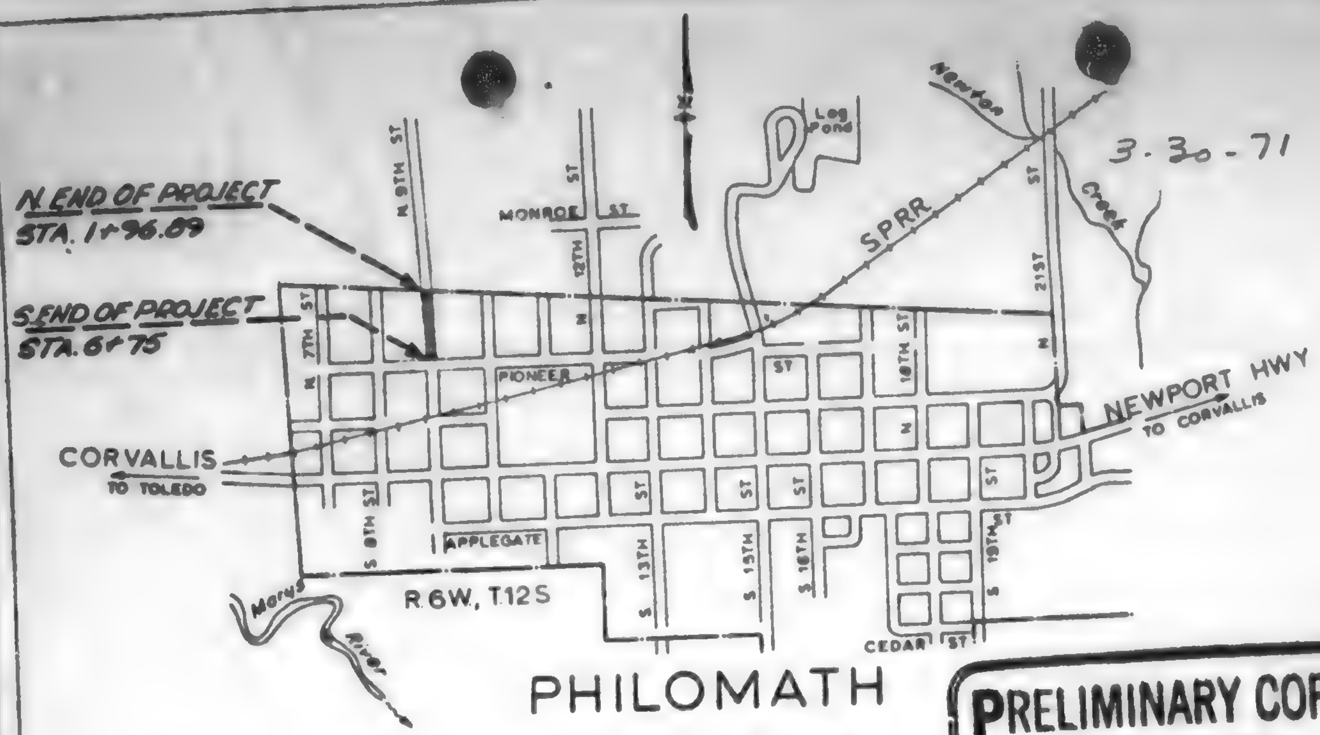
By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm Klabe
bc: L. H. Young
F. D. Morgan
V. E. Skoog, att'n John Herr
R.D. Asburry

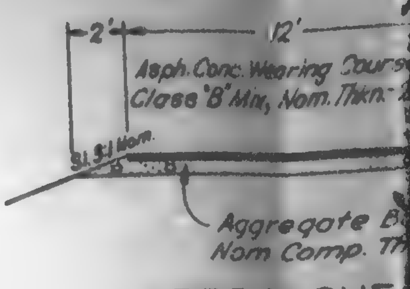
To Be Accompained By Drg. Nos.


N. END OF PROJECT
STA. 1+96.89
S. END OF PROJECT
STA. 6+75
CORVALLIS
TO TOLEDO
N 9TH ST
N 7TH ST
MONROE ST
12TH
ST
Log Pond
Newton Creek
SPRR
21ST
PIONEER
N 18TH ST
NEWPORT HWY
TO CORVALLIS
S 9TH ST
APPLEGATE
S 13TH
S 15TH
S 16TH
S 19TH
ST
Marys River
R.6W., T.12S.
CEDAR ST

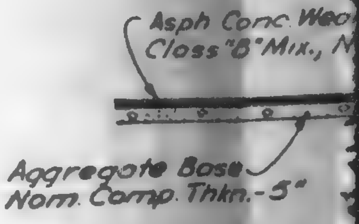
3-30-71

PHILOMATH
Sketch Map
Scale 0 400 800 1200 Feet

PRELIMINARY COPY
MAR 15 1971
SUBJECT TO CHANGE
FINAL DESIGN UNIT


2'
12'
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn.-
Sl. 8:1 Nom.
Aggregate B
Nom. Comp. Th

APPROACHES


Asph. Conc. Wea
Class "B" Mix., N
Aggregate Base
Nom. Comp. Thkn.-5"

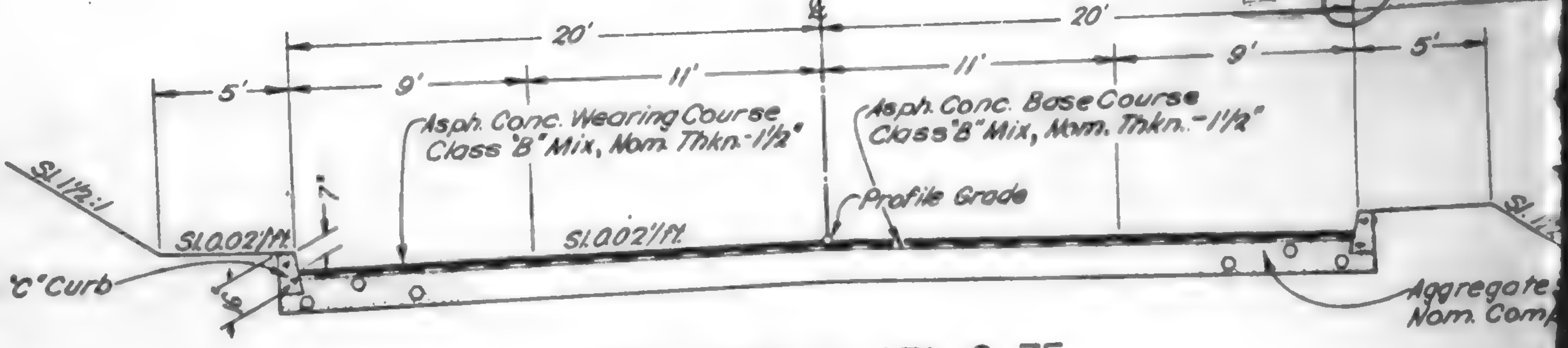
PRIVATE DRIVEW

Pipe Data:
Culvert
Be Furn
(Annul
(Alumi
(Galv.
Uncoa
Concr

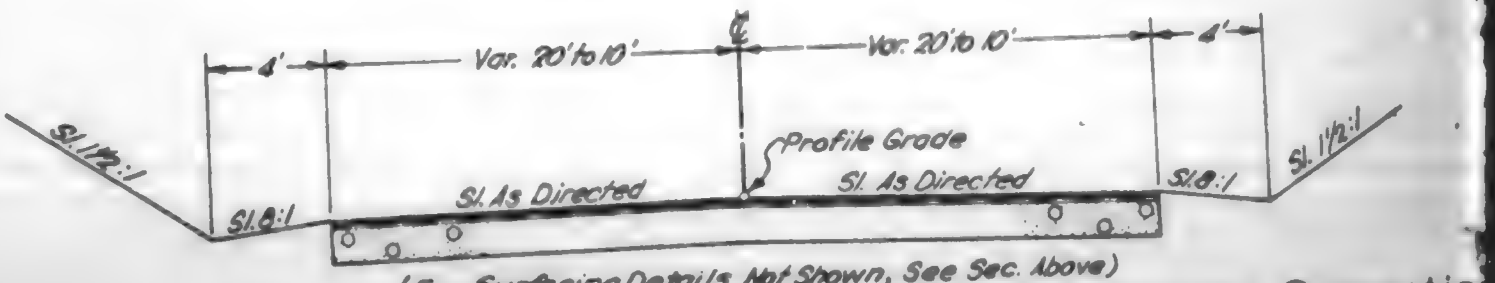
APPROVED
CITY OF Philomath
BY MAYOR Martin J. Hoffman
BY RECORDER Sylvia L. Moss
DATE 3-30-71

JCS 3-30-71

RECEIV
COUNTY & CITY SE
APR 1 1971
☑ ENGR. ☑ COOR. ☐ CE ☐
☐ UPE ☐ CE ☐ RE ☐


℄
20'
20'
5'
9'
11'
11'
9'
5'
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn.-1½"
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn.-1½"
Profile Grade
Sl. 1½:1
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
7"
Type "C" Curb
Aggregate
Nom. Comp

STA. 3+50 To STA. 6+75


℄
4'
Var. 20' to 10'
Var. 20' to 10'
4'
Profile Grade
Sl. 1½:1
Sl. 8:1
Sl. As Directed
Sl. As Directed
Sl. 8:1
Sl. 1½:1

(For Surfacing Details Not Shown, See Sec. Above)

STA. 1+96.89± To STA. 3+50 (Temporary Connectio

FINAL SURVEY
NOTE BOOK
SURVEYED
PLOTTED
TEMPLATE
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
NOTE BOOK
SURVEYED
PLOTTED
TEMPLATE
AREAS CHECKED
BY
DATE

OREGON STATE HIGHWAY DIVISION GRADING & PAVING PHILOMATH (N. 9TH. ST.) SECTION CITY STREET BENTON COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	DATE	TOTAL SHEETS
8	OREGON	STATE		1

PRELIMINARY COPY
SUBJECT TO CHANGE

os.

Course -
Thkn. - 2½"

Sl. As Directed

ate Base
mp. Thkn. - 5"

CHES

c Wearing Course
Mix., Nom. Thkn. - 2½"

5"

RIVEWAYS

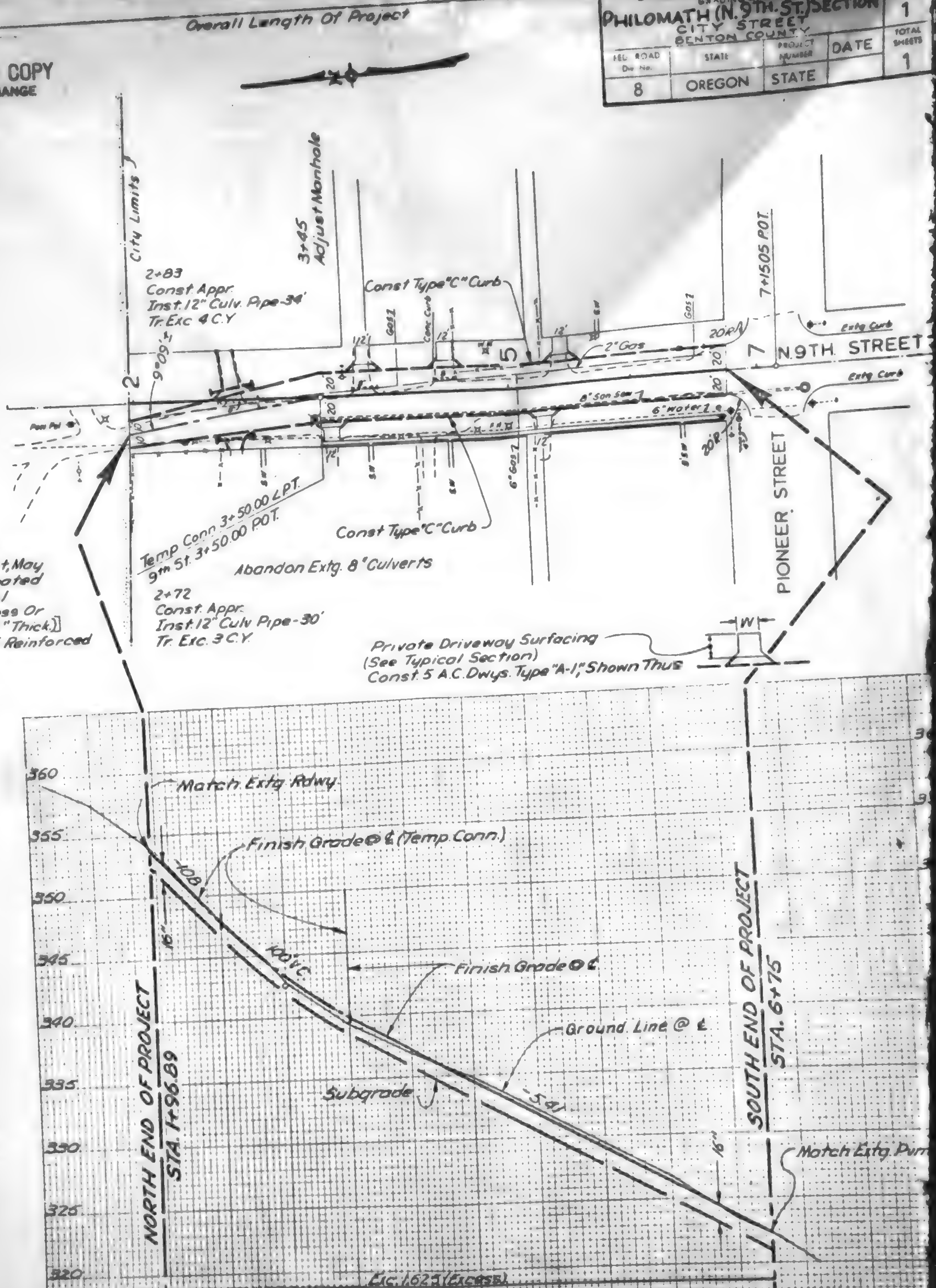
Culvert Pipe, For This Project, May Be Furnished In 12" Corrugated (Annular Or Helical) Metal [(Aluminum, 0.060" Thickness Or (Galv. Iron Or Steel, 0.064" Thick.)] Uncoated; Or 12" Class III Reinforced Concrete Pipe

VED
TY SECTION
1971
☐ GE ☐ AE ☐ UE
RE ☐ RPE ☐

Sl. 1½:1

regate Base
n. Comp. Thkn. - 18"

ection)



Overall Length Of Project
City Limits
3+45 Adjust Manhole
2+83
Const. Appr.
Inst. 12" Culv. Pipe - 34'
Tr. Exc. 4 C.Y.
Const. Type "C" Curb
7+15.05 P.O.T.
N. 9TH. STREET
Extg. Curb
2" Gas
8" San. Sew.
6" Water
6" Gas
PIONEER STREET
Temp. Conn. 3+50.00 L.P.T.
9th St. 3+50.00 P.O.T.
Const. Type "C" Curb
Abandon Extg. 8" Culverts
2+72
Const. Appr.
Inst. 12" Culv. Pipe - 30'
Tr. Exc. 3 C.Y.
Private Driveway Surfacing
(See Typical Section)
Const. 5 A.C. Dwys. Type "A-1", Shown Thus
W
2
5
7
360
355
350
345
340
335
330
325
320
Match Extg. Rdwy.
Finish Grade @ ℄ (Temp. Conn.)
-10.8
16"
100' V.C.
Finish Grade @ ℄
Ground Line @ ℄
Subgrade
-5.41
NORTH END OF PROJECT
STA. 1+96.89
SOUTH END OF PROJECT
STA. 6+75
16"
Match Extg. Pvm.
Exc. 1625 (Excess)
2
3
4
5
6
7

RECEIVED
COUNTY & CITY SECTION

☑ MGR. ☑ [illegible] ☐ UE ☐ RE ☐ [illegible]
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

March 24, 1971

Mrs. Sylvia S. Moss
City Recorder
City Hall
Philomath, Oregon 97370

Dear Mrs. Moss:

Enclosed for your records and information is a xerox copy of the approved base design of the Special City Allotment project on North 9th Street.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg
Oscar H. Norberg
Cities Engineer

OHN:mm

Encl.

D
MAR 13 1971
302-1706
7570

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 1

Section: North 9th Street
Highway: City of Philomath
County: Benton
Prefix: 302-1418

Res. Engr. L. L. MacIntyre
Approx. Length 0.09 Mile
xx. N. City Limits to XX. Pioneer Street
Date 3-3-71

Mean Truck A.D.T. 25
Traffic Coefficient 5.7
18 kip s. a. per day 3.0

Annual Precipitation 39"± (Corvallis)
Frost Penetration - - - -
CBE Total Requirement 19.0"

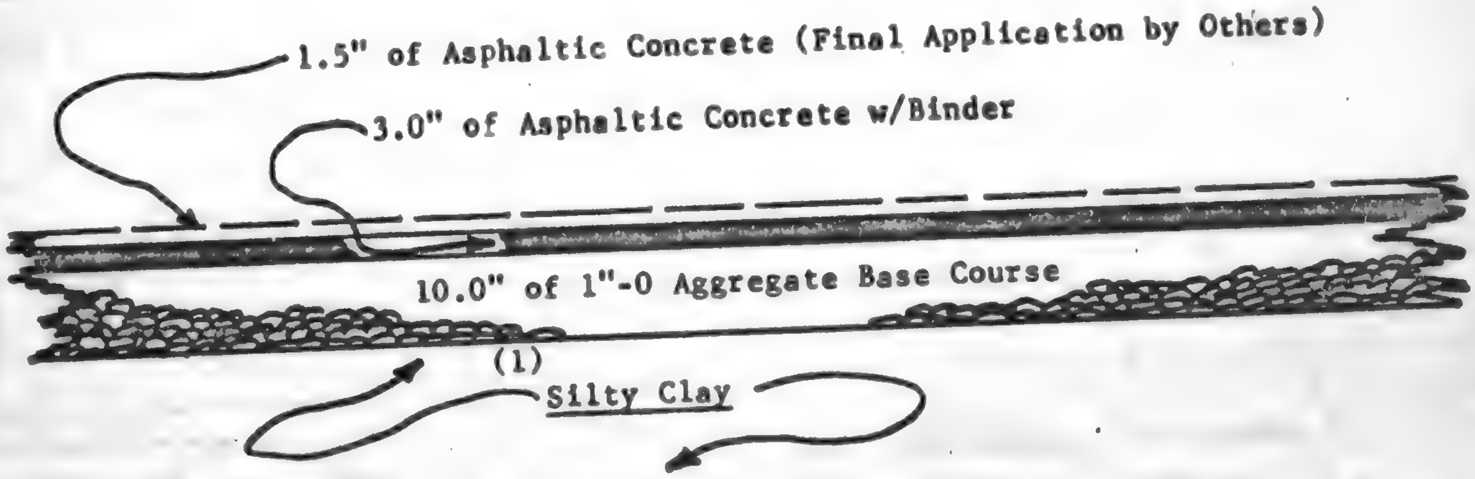
(1)
Typical Soil
40 LL
11 PI
96 %P 10
85 %P 200
4 % Gravel
5 % C Sand
6 % F Sand
45 % Silt
40 % Clay
7 R Value
A-6 AASHO Classif.

Materials Source:

Commercial Sources are available.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
6.0	3.0	A.C. (I)
10.0	10.0	1.0" Aggregate Base
19.0	14.5	

STRUCTURAL SECTION


1.5" of Asphaltic Concrete (Final Application by Others)
3.0" of Asphaltic Concrete w/Binder
10.0" of 1"-0 Aggregate Base Course
(1)
Silty Clay

See Remarks on Page 2

NOTED
F. B. KLABOE

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by W. H.
Program and Planning Engineer

Approved by F B Klaboe
Asst. State Highway Engineer

XXXXX
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: N. 9th Street

HIGHWAY: City of Philomath

COUNTY: Benton

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness

N O N E

Remarks:

1.0"-0 Aggregate Base has been recommended, as the purchasing and placing of a one-size course is more economical. The strength equivalency of 1.0" base is equal to 0.75" or 1.5" material.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphaltic Concrete = 2.0 " Crushed Base
1.0" Plant Mix Bituminous Base = 1.8 " Crushed Base
1.0" Cement Treated Base = 1.8 " Crushed Base
1.0" Oil Mat = 1.1 " Crushed Base
1.0" Stone Subbase = 0.8 " Crushed Base
(Per Standard Specifications
~~[illegible]~~)
1.0" Lime Treated Subgrade = 0.8 " Crushed Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: N. 9th Street
HIGHWAY: City of Philomath
COUNTY: Benton

300 Present ADT (1971)
7 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	16	1.7	27	22	450	9,000
3	2	1.7	3	3	1000	3,000
4	0	- -	--	--	1250	- - -
5	0	- -	--	--	3180	- - -
6	0	- -	--	--	2570	- - -
				25 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 12,900
TWENTY YEAR EWL 258,000
TRAFFIC COEFFICIENT 5.7

SECTION: N. 9th Street
HIGHWAY: City of Philomath
COUNTY: Benton

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: When constructed to present OSHD surfacing thickness standards.
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See Remarks
10. Stimulation of Competition: See Remarks
11. Construction Consideration: See Remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short project (0.09± mi.) and traffic does not warrant the use of P.C.C.

See Items 6 and 12.

SCA

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
COUNTY & CITY SECTION
MAR 4 1971
☑ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☐ UE
☐ BPE ☑ CE ☑ RE ☐ RPE ☐

March 2, 1971

Mr. John C. Schutte
Supt. of Public Works
City Hall
Philomath, Oregon 97370

Re: 9th Street
1971 SCA Project

Dear Mr. Schutte:

This is in regard to the waste of the excess excavation material of the subject section.

Generally our Special Provisions on these jobs state that the excess excavation material within the limits of the project shall become the property of the contractor at the point of excavation and shall be disposed of by him in a manner satisfactory to the engineer.

We can add that a City controlled site for use as a disposal of waste is available at the City Shops on S. 16th Street, as requested in your Project Data Sheets.

Will you please write the City's wishes regarding the disposal of the excess excavation materials.

Very truly yours,

H. S. Cox
County and City Engineer

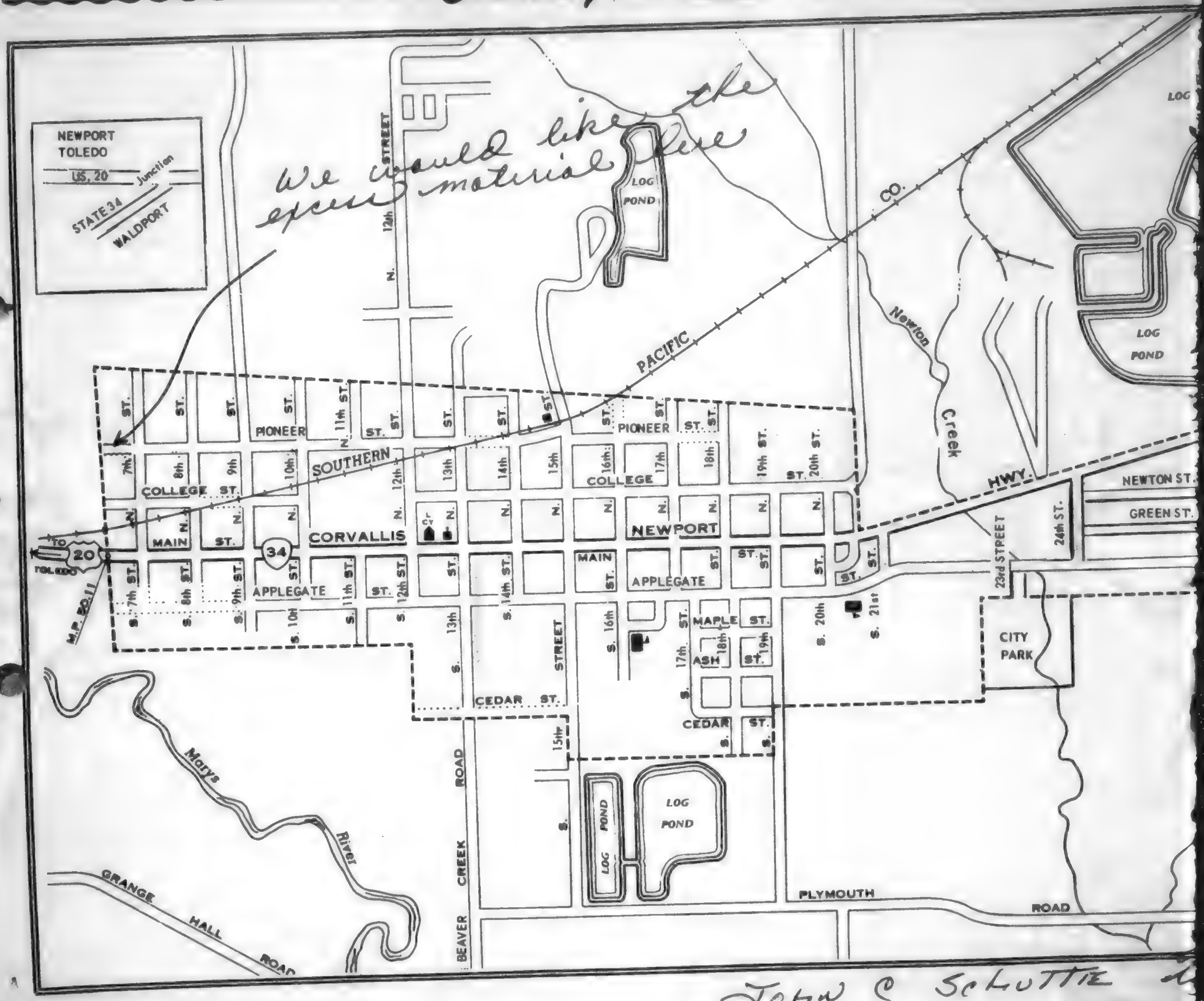
By

Oscar H. Norberg
Cities Engineer

OHN:ljt

Copy of letter & map went to Wimer & Sivenson 3/5/71

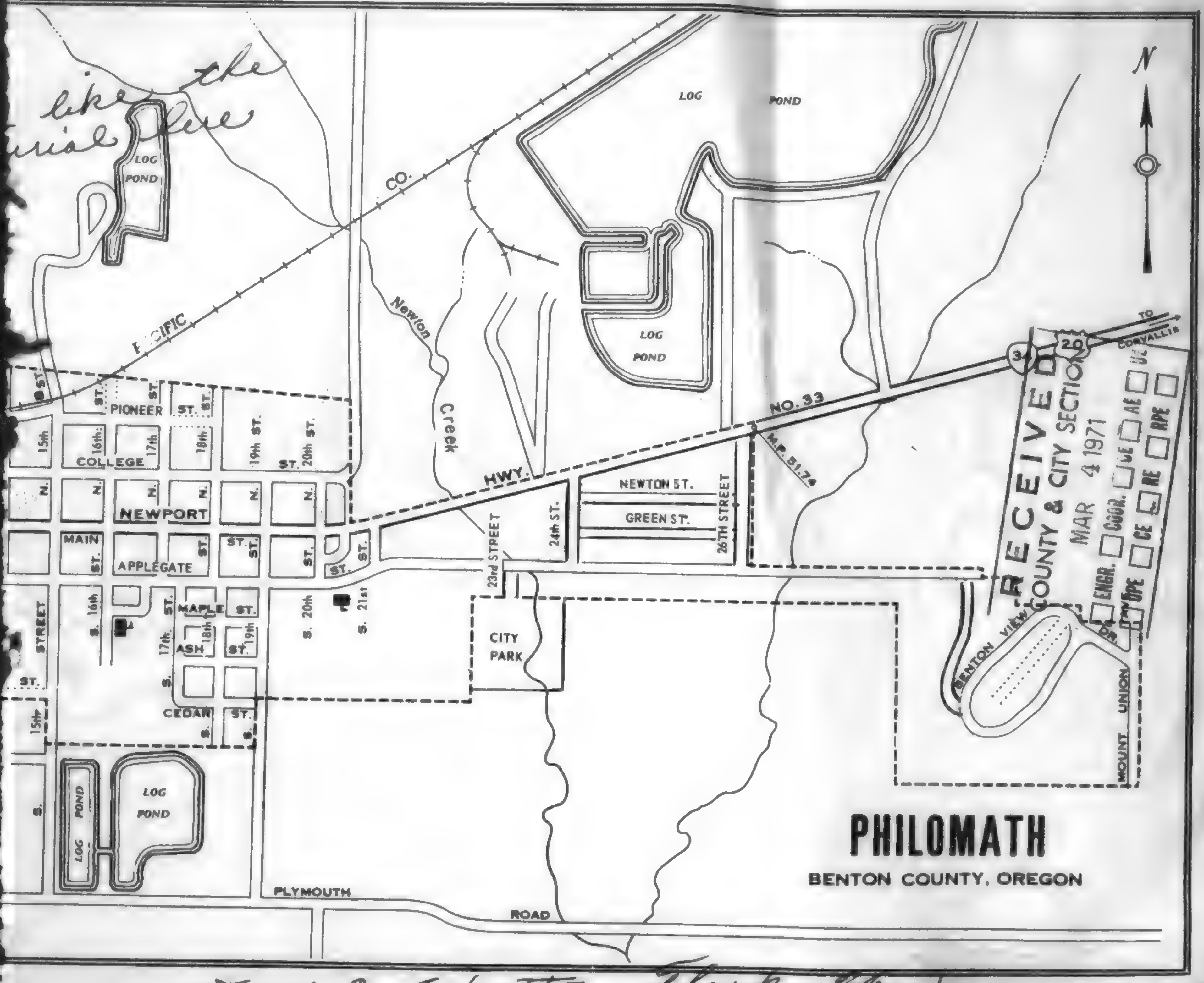
Courtesy Philomath Chamber of Commerc


NEWPORT
TOLEDO
US 20
Junction
STATE 34
WALDPORT
LOG POND
LOG POND
LOG POND
LOG POND
SOUTHERN PACIFIC CO.
N. 12th STREET
PIONEER ST.
COLLEGE ST.
MAIN ST.
CORVALLIS NEWPORT HWY.
APPLEGATE ST.
MAPLE ST.
ASH ST.
CEDAR ST.
NEWTON ST.
GREEN ST.
23rd STREET
24th ST.
CITY PARK
Newton Creek
Marys River
GRANGE HALL ROAD
BEAVER CREEK ROAD
PLYMOUTH ROAD
S. 13th STREET
TO TOLEDO
20
34
M.P. 50.11
7th
8th
9th
10th
11th
12th
13th
14th
15th
16th
17th
18th
19th
20th
21st

We would like the excess material here

John C Schutte

...urtesy Philomath Chamber of Commerce


N
LOG POND
LOG POND
LOG POND
LOG POND
LOG POND
PACIFIC CO.
Newton Creek
ST.
PIONEER ST.
15th
16th
17th
18th
19th ST.
20th ST.
COLLEGE
N.
NEWPORT
MAIN ST.
APPLEGATE
ST.
S. 16th
S. 20th
S. 21st
MAPLE ST.
17th
18th
19th
ASH ST.
CEDAR ST.
STREET
15th
S.
HWY. NO. 33
23rd STREET
24th ST.
NEWTON ST.
GREEN ST.
26TH STREET
M.P. 51.74
34
20
TO CORVALLIS
CITY PARK
BENTON VIEW DR.
MOUNT UNION
PLYMOUTH ROAD

PHILOMATH
BENTON COUNTY, OREGON

like the
urial here

RECEIVED
COUNTY & CITY SECTION
MAR 4 1971
☐ ENGR. ☐ C&GR. ☐ UE ☐ AE ☐ UE
☐ OPE ☐ CE ☐ RE ☐ RPE ☐
☐ TM ☐

John C Schuttie Thank You

☑ ENGR. ☑ COOR. ☐ GE ☐ AE ☒ UE
☑ UPE ☐ CE ☑ BE ☐ RPE ☐

Salem, Oregon
February 22, 1971

1971 Special City Allotment Project
Ninth Street
Philomath

Mr/ Frank Hall
Design Engineer
BUILDING

Attention: Mr. P. L. Christensen

The survey data on subject project, with the revisions made by the Regional Office to adjust alignment and grade, seems the best way to adapt the project to connect to the county road at this time, since the County has now decided not to coordinate construction of their section of road with the SCA project on Ninth Street. Approval of the above revision will be required from the City. The project otherwise will be about like the SCA section constructed in 1967.

Oscar H. Norberg
Cities Engineer
County and City Section

OHN:mm
Encl.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1971

SUBJECT: 9th Street Section
Philomath City Street

To: Keats Oliver
RESIDENT ENGINEER

The county road right of way and 9th Street right of way center lines do not line up by 32 feet at the city limits according to the information you recently gave to me. Following the City street center line to the city limits would point at 2 houses just outside the city limits.

For this reason Howard Kraus, County Engineer, has told you the County does not want this done and if we did it, I am sure we would be embarrassed in the future. Conversely you have determined from the City Street Superintendent that the City does not want to go to any extra expense in lining up with the County right of way.

With the county road right of way being 40 feet in width and the city street right of way 80 feet, there must be 28 feet where these right of ways do meet. It is the recommendation of this office and concur with Oscar Norberg of the County-City Section that the city street project be foreshortened just sufficiently and slightly offset to the west to as closely as possible temporarily match the county road at the city limits. This would allow the County the maximum latitude for future connection to the present project.

Please review this proposal with the City and make certain that they are agreeable.

R. D. Asburry
REGIONAL ENGINEER

by

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

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FEB 17 1971
☑ ENGR. ☑ COOR. ☐ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

GWW/jc

cc: Frank Hall
Oscar Norberg ✓

RECEIVED
FEB 18 1971

FOR FILING
302-1706
7570

MISC. CONTRACTS and
AGREEMENTS No. 4155

February 11, 1971

City of Philomath
City Hall
Philomath, Oregon 97370

Attention: Mrs. Sylvia S. Moss
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of Ninth Street from Pioneer Street to the north city limits.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

FORM 2-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
February 10, 1971

SUBJECT: Finance-Construction Agreement
Special City Allotment Project
Ninth Street
City of Philomath

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached for your signature of approval and the Highway Commission Secretary's certification are three copies of the subject agreement.

Project approval was received at the 11/24/70 Highway Commission meeting.

D. N. Harwell
D. N. Harwell
Coordinating Engineer
County and City Section

DNH:ljt
Att.

RECEIVED
FEB 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

ENGR. ☑ COOR. ☐ OE ☐ AE ☒ UE
UPE ☐ CE ☐ RE ☐ RPE ☐

January 26, 1971

Mrs. Sylvia S. Moss
Recorder
City Hall
Philomath, Oregon 97370

Dear Mrs. Moss:

Enclosed are three copies of an agreement covering the 1971 Special City Allotment project on Ninth Street.

Please have the Council consider the contents of the agreement and if they approve, have the Council adopt a resolution similar to the enclosed sample authorizing the Mayor and yourself to sign the agreement. Return all three signed copies of the agreement accompanied by three signed copies of the resolution to this office. After certification by the Highway Commission Secretary, a fully executed copy will be returned for the City's records.

Your earliest consideration of this matter would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:ljt

Encl.

[illegible] - 1971

302-1706
7570

PREFIX NO. 302-1418

12-29-70

LOCATION PROSPECTUS
PHILOMATH (N. NINTH ST.) SECTION
CITY STREET - BENTON COUNTY

HIGHWAY: Ninth Street. City Street not on Federal-aid or State system.

TERMINI: The northerly terminus is at the north city limits. The southerly terminus is at the intersection with Pioneer Street.

LENGTH: 0.09 mile.

PROGRAM: 1971 Special City Allotment Fund.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed at this time.

TYPICAL SECTION: Forty-foot curb to curb street section.

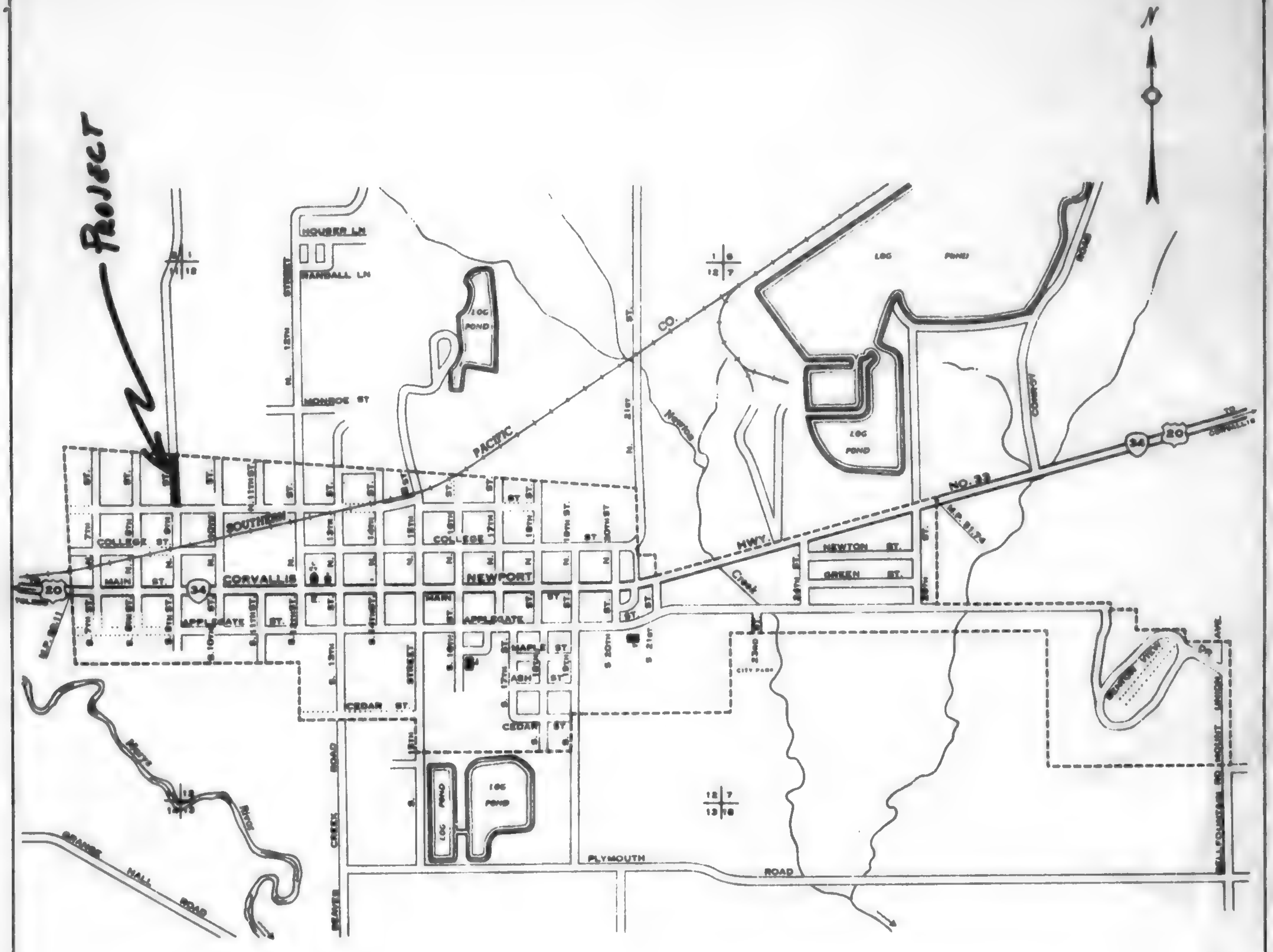
MATERIAL: To be located and referenced to project during survey.

AGREEMENTS: Routine Special City Allotment project.

ADD'L FACILITIES: No railroads, parks, streams or airports affected.

Attachment
December 29, 1970
cc: R. D. Asburry (4)
R. L. Porter
A. L. Johnson
F. B. Klaboe
V. D. Wolfe
F. B. Crandall
F. L. Hall
E. S. Hunter
Ivan Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
Jack Rowland
Robert Royer
W. H. Tebeau
F. E. Terpin
O. C. Turner
F. W. Yarbrough (2)

RECEIVED
DEC 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER



PROJECT
N
HOUSER LN
RANDALL LN
MONROE ST
N. 12TH STREET
LOG POND
SOUTHERN PACIFIC CO.
COLLEGE ST.
MAIN ST.
CORVALLIS
NEWPORT
APPLEGATE ST.
MAPLE ST.
ASH ST.
CEDAR ST.
CITY PARK
NEWTON ST.
GREEN ST.
HWY. NO. 33
20
34
Newton Creek
Marys River
GRANGE HALL ROAD
BEAVER CREEK ROAD
PLYMOUTH ROAD
CORVALLIS

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
School
R. R. Depot
Street open for travel.
Street dedicated but not open.
City Limits.

PHILOMATH

BENTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,460

Scale in Feet

Revised January 1966

Form 2-32

REGON STATE HIGHWAY DEPARTME

AUTHORITY FOR SURVEY

Section PHILOMATH (N 9TH ST) ~~North 9th Street (Philomath)~~

Date Dec 7, 1970

Highway City Street

Authorization No. 1

County Benton Region 2

Survey Prefix 302-1418 (Assigned by Salem office)

Description of termini, route, length, etc.: Proposed project is for North 9th Street in the city of Philomath. Southerly end of project is at intersection with Pioneer Street . Northerly end of project is at North City Limits. Length is 0.09 mile.

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COUNTY & CITY SECTION
JAN 27 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☒ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Purpose of survey: to prepare plans, specifications, and estimate for contract as special city allotment project.

901 (field)	~~$ 2,750~~	1,700
905 (Final Design)	~~500~~	
921 (Specifications)	~~150~~	150

Estimate of cost:

Total estimated cost of survey . . . . . . $ ~~3,400.00~~ 2150

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval:
Design Construction Engineer

Approved:
Ass't State Highway Engineer

State Printing

FORM 2-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1970

SUBJECT: Special City Allotment Project
North 9th Street
City of Philomath

To: Keats Oliver
RESIDENT ENGINEER

The Highway Commission November 24, 1970 approved the 1971 Special City Allotment Program. The subject section was among those approved. Our entire file relative to this section is attached. Please prepare an authority for survey and the usual breakdown of your estimated cost and proceed at your early convenience.

Also attached is a copy of my August 18 letter to F. D. Morgan concerning engineering costs on this type project. It includes several recommendations. These should be incorporated into your survey.

R. D. Asburry
REGIONAL ENGINEER

by

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc

Attachs.

cc: Frank Hall ✓
H. S. Cox ✓

RECEIVED
COUNTY & CITY SECTION
DEC 3 - 1970
☑ ENGR. ☑ COOR. ☐ OE ☑ AE ☑ UE
☐ CE ☑ RE ☐ RPE ☐
☑ DPE

☐ ~~ENGR.~~ ☑ COOR. ☐ OE ☒ AE ☑ UE
☑ UPE ☑ [illegible] ☐ RE ☐ RPE ☐

September 22, 1970

Mr. Mel Avery
Devco Engineering
550 S.W. 5th Street
Corvallis, Oregon 97330

Dear Mr. Avery:

As explained to you over the telephone the other day, we do not have any highway programs which could assist the City of Philomath in constructing a bridge across Newton Creek on Applegate Street. It is our understanding that there is no physical connection of Applegate Street across Newton Creek; therefore, it could not be "receiving excessive wear through a sudden increase in population in the area or heavy and unusual traffic" which is a requirement of ORS 366.805 for receiving funds under this ORS.

Funding of this proposed structure under the TOPICS program would also not pertain as these funds may only be expended within approved urban areas.

We are sorry that we could not enlighten you with some form of State aid.

Very truly yours,

H. S. Cox
County and City Engineer

By: Richard Unrein
Urban Engineer

RU:ljt

bc: R. D. Asburry

August 28, 1970

Mrs. Sarah L. Wood
City Recorder
P. O. Box 549
Philomath, Oregon 97370

Dear Mrs. Wood:

It is planned to submit your proposed project on Ninth Street, to the Highway Commission for consideration of construction (1971) under the Special City Allotment Act (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $21,000 for providing a 40-foot curbed street section. The City's estimated share is $1,700 for concrete curbs.

Should the Highway Commission look with favor on your project, would the City of Philomath be willing and able to pay its share of the project costs?

Early receipt of a letter stating the City's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By:
Oscar H. Norberg
Cities Engineer

OHN:ljt

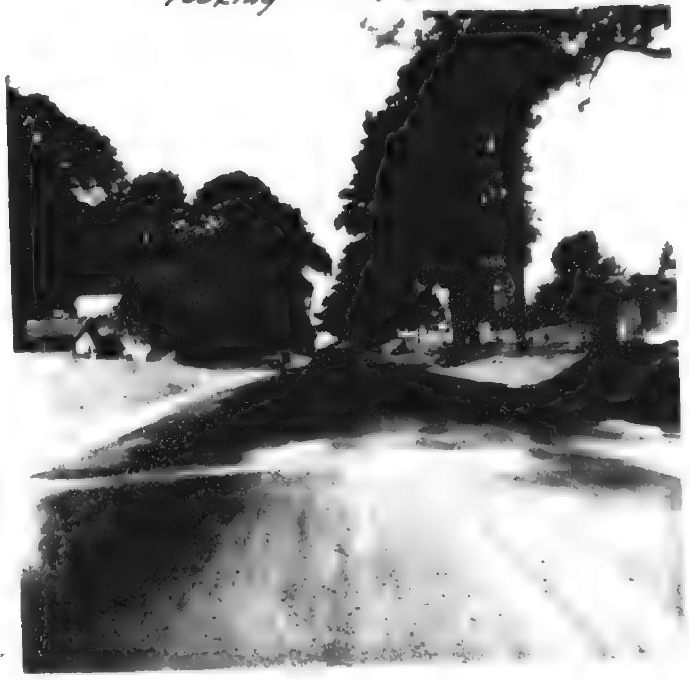
RECEIVED
COUNTY & CITY SECTION
AUG 28 1970
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☑ [illegible] ☐ RE ☐ RPE ☐

7-29-70

looking N. on 9Th St

7/29/70

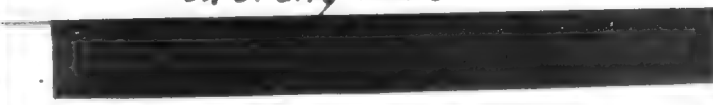
#11-6



Philomath

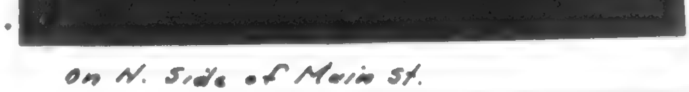
On Pioneer Ave

At N. City limits



At Railroad

At Railroad



On S. City Limits

On Applegate

#3

Phi

On N. Side of Main St.

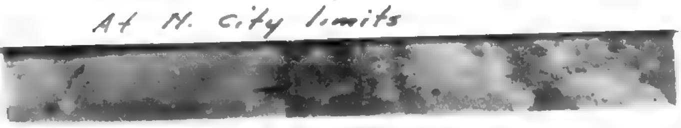
looking S. on 9th St.

#10-6

7/29/70

Philomath

At N. City limits



At Railroad

At Railroad

On S. City Limits

On Applegate

#3

Phi

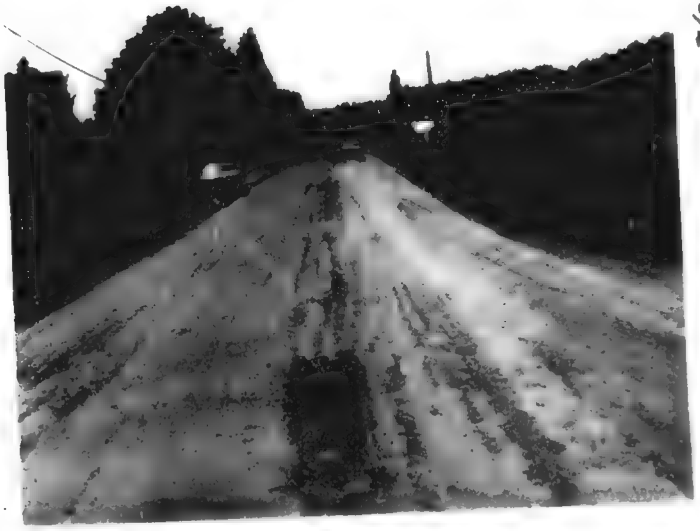
On N. Side of Main St.

looking South on 12TH

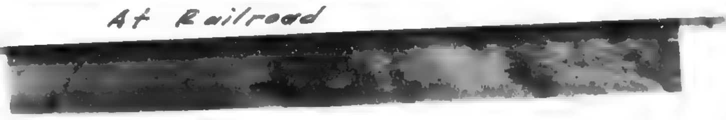
7/29/70

#12-C

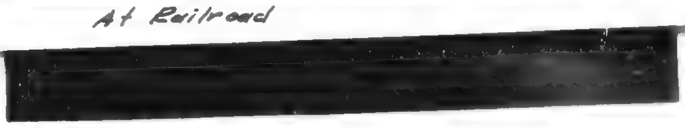
Philomath



At Railroad



At Railroad

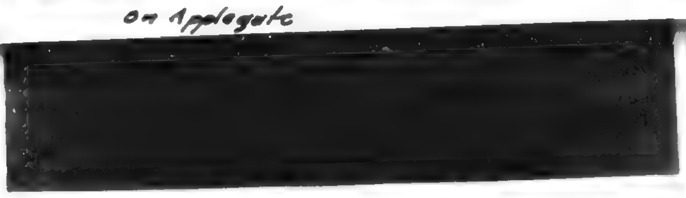


On S. City Limits

On Applegate

#3

Phi



On N. Side of Main St.

looking S. on 12th

#12-6

7/29/70

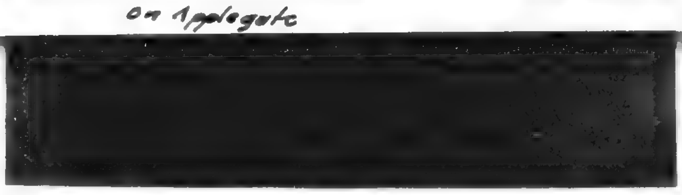
Philomath

At Railroad

On S. City Limits

On Applegate

#3



Phi

On N. Side of Main St.

looking N. on 18Th

#1 of R7

7/29/70

Philomath

On S. City Limits

On Applegate

#3

Phi

On N. Side of Main St.

looking N. on 13th

#2-R7

9/29/70

Philomath

On Applegate

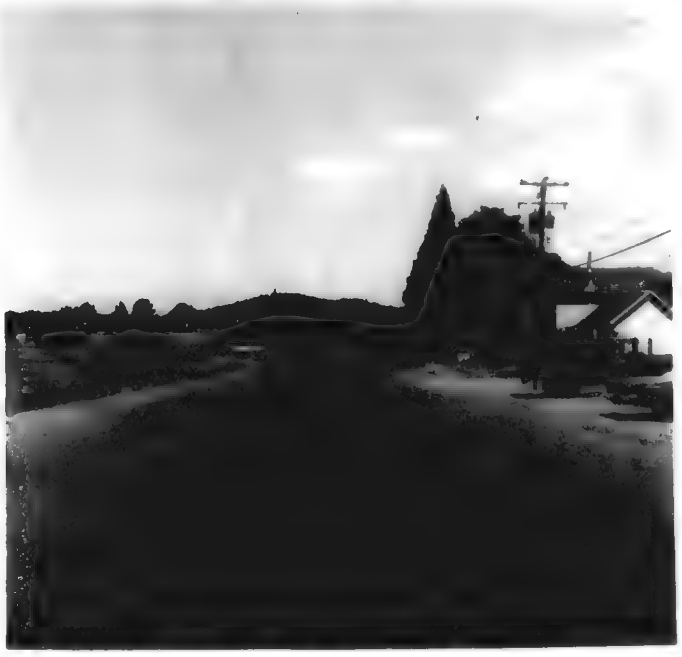
#3-

Phi

On N. Side of Main St.

0960

looking N. on 12th



#3-R7

7/29/70

Philomath

On N. Side of Main St.

S.C.A. Investigation Data

City of *Philomath* Date *7/29/70* Div. *B*
Population: 19*66* *1420* 19*70* *1700*
Street *9th St. from Pioneer to City [illegible]*

No. previous projects *5*
Last project *1967* (year)
Total SCA funds $ *86,710*
Funds/capita $ *51.01*
Average/capita $ *30.95*

EXISTING

Surface now in place: A.C. ___ Oil ___ Gravel *x* *with stove oil* Concrete ___
Surface width: *18'* feet, Shoulder-shoulder width: ___ feet
C-C width: ___ feet, R/W width: *80* feet
Remarks: *Oil mat gone and wearing course now is gravel*
I talked to the City Recorder & told him the City's preference of
9th Street was [illegible] [illegible], so my estimate was based on this.
I talked to Howard [illegible] Co. Engr. Benton Co. He said the County
would take care of County portion of work.

PROPOSED

Surfacing: A.C. *x* Oil ___ Other ___
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: *40* feet
BASE DESIGN: A.C. *3"* inches, Leveling *2"* inches, Base *14"* inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: ___ mile, ___ feet. Type curb: *"C"*
Remarks: *The centerline of Const. should be shifted toward west,*
to try to match the County portion of work.

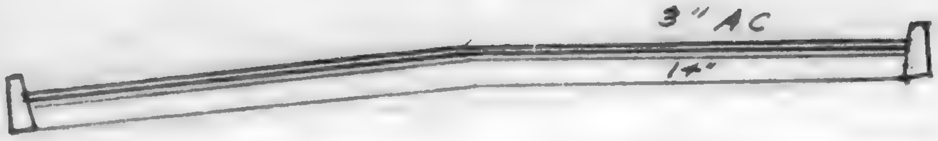
ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ *600*
Clearing & grubbing *6-24" Oak*	all	all	L.S.	*500*
General excavation	c.y.	*2300*	*1^{75}*	*4025*
Finishing roadbed & slopes ($1,500)	mile	—		
Trench excavation	c.y.			
Watering	M-gal.	*38*	*5^{00}*	*190*
2" Level material (3/4-0)	c.y.	*172*	*4^{50}*	*775*
14" Base material	c.y.	*1190*	*4^{25}*	*5058*
3" Asphalt	ton	*385*	*10^{00}*	*3850*
Binder	all	all	L.S.	*360*
Concrete inlets	each		—	
Culvert pipe	lin. ft.		—	
Concrete curbs	c.y.	*30^{00}*	*55^{00}*	*1650*
Extra for Asph Dwys		*8*	*50*	*400*

*Items include 10% allowance

Total $ *17,308*
Perm. signing ($100/intersection) ___
Flagging *100*
Total $ *17,408*
Engineering & contingencies (20%) *3481*
Total $ *20,889*
City's estimated share of survey ___
TOTAL ESTIMATED COST $ ___

Say ~~23,000~~ 21,000

Philomath 7/29/70
9th St from Pioneer
to N. City Limits



(see 1969)
2300 C.Y. Est

Gen'l. Exc. 2200 C.Y. plus 100 CY

478' length

Base $\frac{1.17 \times 40 \times 478 \times 1.43}{27}$ = 1190 C.Y.

Lev. Cs $\frac{0.17 \times 40 \times 478 \times 1.43}{27}$ = 172 C.Y.

Watering ~~Lev. Cs.~~ 1362 × 0.0275 = 38 M-Gals.

Binder Cs 40 × 0.09 = $360

Asphalt 4.8 × 80.3 = 385 Tons

Curbs 950 × 0.031 = 29.5 CY = 30 C.Y.

NOTED
H. S. COX

June 24, 1970

City of Philomath
Office of Recorder
P. O. Box 549
Philomath, Oregon 97370

Gentlemen:

This is to acknowledge receipt of a resolution adopted by the City of PHILOMATH requesting aid from the annual $25,000 Special City Allotment Fund.

Enclosed are two sets of project data sheets which are to be filled out for the requested street improvement. Please make appropriate entries on both sets, retain one set for your records, and forward one set to this office. Expeditious handling of this matter will be appreciated.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1971 program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
H. S. Cox
County and City Engineer

OHN:ljt
Encl: SCA Project Data Form

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

Noted
Oscar H. Norberg

NOTED
RICHARD BLADORN

NOTED
DON HARWELL

RECEIVED
JUN 24 1970
ENGINEER
COUNTY & CITY DIVISION

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Philomath is an incorporated city of the State of Oregon and has a population of 1700 as given by the latest official census; and

WHEREAS, the following streets of said city,

N. 9th Street Pionner Street to City Limits

S. 13th Street Applegate Street to City Limits

N. 12th Street Main Street to Railroad tracks

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of Philomath does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate John C. Schutte as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 22nd day of June, 1970.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

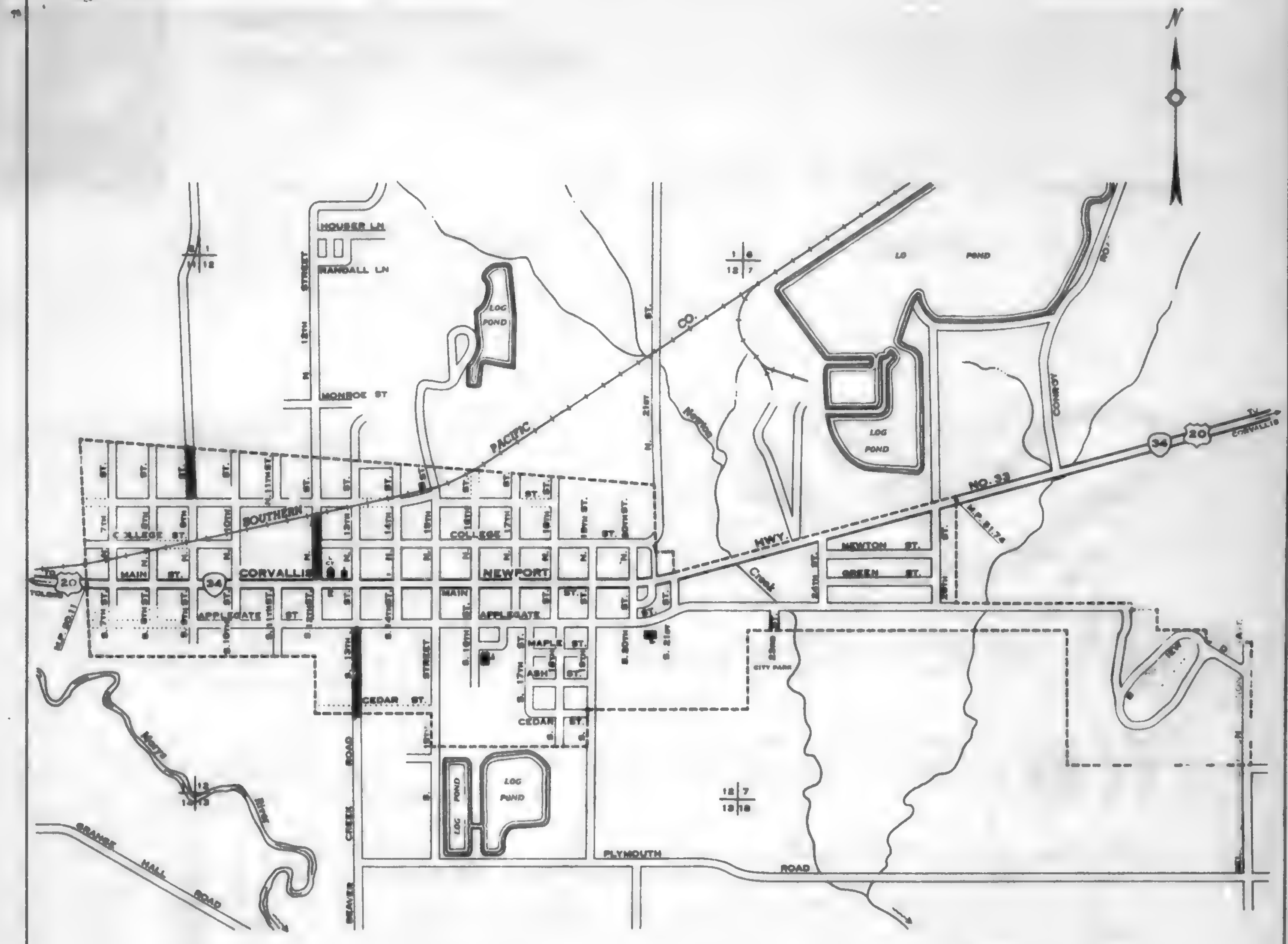
- - - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Philomath at a regular or special meeting of said Council, held on the 22nd day of June, 19 70, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 22nd day of June, 1970.

Ellen A. Bell
City Recorder

(cc-50, 1959 Rev.)


N
HOUSER LN
RANDALL LN
N. 12TH STREET
MONROE ST
LOG POND
SOUTHERN PACIFIC CO.
N. 21ST ST.
Newton Creek
LOG POND
CONROY ROAD
HWY. NO. 33
34
20
CORVALLIS
COLLEGE ST.
MAIN ST.
CORVALLIS
NEWPORT
APPLEGATE ST.
20
34
TOLEDO
NEWTON ST.
GREEN ST.
MAPLE ST.
ASH ST.
CEDAR ST.
CITY PARK
Marys River
GRANGE HALL ROAD
BEAVER CREEK ROAD
LOG POND
PLYMOUTH ROAD

1st choice

2nd choice

3rd choice

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

PHILOMATH

BENTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,480

Scale in Feet

Revised January 1966

H.

OREGON STATE
HIGHWAY DIVISION

H. S. COX

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

Mrs. Ellen A. Bell, Recorder
City Hall
Philomath, ORegon 97370

January 15, 1970

Dear Mrs. Bell:

Your attention is invited to the fact that ORS 366.805 provides for withdrawal from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of $250,000 annually, said sum to be set up in a separate account to be administered by the State Highway Commission and to be spent by said Commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic.

The State Highway Commission has established certain regulations or requirements as a basis for the allocation of this fund, and a copy of these regulations is attached.

In order to have sufficient time to complete the investigations, work up the 1971 program, and present it to the Highway Commission for approval, it is highly desirable that applications be made early. Any city under 5,000 population which feels that it has a street which qualifies under the law must have its application on file in this office by July 1, 1970. Applications may be obtained by writing to H. S. Cox, Engineer, County and City Department, State Highway Division, Salem, Oregon 97310.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
H. S. Cox
County and City Engineer

Att.

RECEIVED
JAN 29 1970
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JAN 29 1970
OREGON
STATE HIGHWAY COMMISSION

January 28, 1970

Please send us the necessary forms so that we may apply for funds under the above program. Thank you.

Ellen A. Bell
Recorder for the City of Philomath

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

SCA

PROJECT DATA, CITY OF PHILOMATH   Date JUNE 16, 1969

To be financed by Special City Allotment Fund and necessary city funds.

Street name North 9th Street
(Locate project on attached map.)

Project length 478

DESIRED STREET SECTION:

Standard roadway; width of travel way: ____ feet, width of shoulders: ____ feet

Curbed section; width curb to curb: 40 feet

Remarks This project was started 1968

Surface now in place: Oil ____ Paving ____ Gravel X

Present surface width: 30 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 80 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes X No ____

Give width of intersecting streets: 40 feet

Are intersecting streets curbed? Yes ____ No X

Remarks ____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: ____ feet

City to construct curbs? Yes ____ No X

To be constructed as part of project? Yes X No ____

Length of desired radius on curb returns: ____ feet

Does city desire special type of curbs? Yes ____ No X

Explain: ____

RECEIVED
COUNTY & CITY SECTION
AUG 21 1970
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes X No___

Present sidewalks, Length: 298 feet; Width: 4 feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes___ No X

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

_______feet N.___ S.___ E.___ W.___

_______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: _______feet

Remarks____

____

- -

STORM SEWERS -

Now in place? Yes___ No X

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: ________feet

To be constructed by City? Yes___ No X

To be constructed as part of project? Yes X No___

[Show location of outfall on city map.]

- -

SANITARY SEWERS - - - - - - - - - - [NOTE: City to adjust if required.]

Now in place? Yes X No___

If yes, indicate depth of sewers from present surface: 8 feet

Remarks____

____

____

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 3 feet

Remarks ___

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes X No ___

Asphaltic concrete? Yes X No ___

Portland cement? Yes ___ No ___

How many? 8

Must driveways be Portland cement to comply with city code? Yes ___ No X

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks ___

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ___

Electric poles? Yes X No ___

Which company? Northwest Gas Co. Pacific Power Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? Pioneer Tel. Coop.

Railroad tracks? Yes ___ No X

Which company? ___

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks ___

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks ___

GENERAL INFORMATION:

Are city finances available? Yes ___ No ___

When available? Date ___

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: ___

City Shops at S. 16th Street.

General remarks: This street receives Excessive use, is expensive to maintain.

By David Jordan
Mayor

By Sarah L. Wood
City Recorder ~~or City Manager~~

By E. R. Schutte
City Engineer

3-1124 S.E. Park Ave.-S.E. Ina Section, 1971
of Pacific Hwy., E., South of
#7571 Milwaukie (Paving)

RECEIVED
OCT 7 - 1971
FOR FILING

3-1124

7571

October 6, 1971

General Insurance Company of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On August 4, 1971, we wrote to you concerning release of final payment on Contract No. 7571 awarded to Parker-Northwest Construction Company for work on the S. E. Park Avenue-S. E. Ina Avenue Section of the Pacific Highway East in Clackamas County.

Final payment on this contract is $4,338.35 and the total contract amount is $32,064.23 including $983.26 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Parker-Northwest Constr. Co.
P. O. Box 149
Oregon City, Oregon 97045

bc Frank Morgan
Ivan Merchant
L. W. Bullen
V. E. Skoog
Attn: John Kerr

RECEIVED
AUG 5 - 1971
FOR FILING

3-1124
7571

August 4, 1971

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st
Portland, Oregon 97201

Gentlemen:

Contract No. 7571 awarded to Parker-Northwest Construction Company for paving on S.E. Park Avenue-S. E. Ina Avenue Section of the Pacific Highway East in Clackamas County was completed June 29, 1971, and accepted by the Highway Commission on August 3, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before August 9, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Parker-Northwest Construction Co.
P. O. Box 149
Oregon City, Oregon 97045

Frank Morgan
Ivan Merchant
V. E. Skoog
  Attn: John Kerr
L. W. Rulien

RECEIVED
AUG 4 - 1971

FOR FILING

3-1124

7571

August 3, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed June 29, 1971 on Contract No. 7571. The contract was with Parker-Northwest Construction Company and was for paving on the S. E. Park Avenue-S. E. Ina Avenue Section of the Pacific East Highway in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that your accept the project effective August 3, 1971 and that you concur in this procedure at the Commission meeting on September 7, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
L. W. Rulien

VG:fw

3-1124
7571

Salem

ORM E-1 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

IELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S.E. Park Ave. - Ina Ave.

WEEK ENDING: July 10, 1971

SECTION PREFIX: 3-1124

HIGHWAY: Pacific East

COUNTY: Clackamas

E OF JOB: S.E. Park Ave. - Ina Ave.

KIND OF WORK: Paving

TRACTOR: Parker Northweast Const.

CONTRACT NUMBER: 7571

FEDERAL AID PROJECT NUMBER: State

E OF CONTRACT: June 1, 1971

DATE WORK STARTED: June 16, 1971

COMPLETION DATE: June 29, 1971

RAGE FORCE ON PROJECT FOR THE WEEK:

: - SUPERVISION: -

SPECIFIED WORK DAYS: -

WORK DAYS USED: -

SPECIFIED CALENDAR DAYS: 75

CALENDAR DAYS USED: 8

SPECIFIED COMPLETION DATE: -

PERCENT OF TIME ELAPSED: 10.6

ECT AUTHORIZATION: $ 85,388.37

LUSIVE OF ENGINEERING: $ 77,930.87

ENGINEERING AUTHORIZATION: $ 7,457.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

MATED COST OF COMPLETED JECT, EXCLUSIVE OF INEERING: $ 54,055.02

ENGINEERING COST TO DATE: $ 4,300

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

IMATED PERCENT: UNDERRUN 31.7%

PERCENT OF AUTHORIZATION: 57.7%

DATE PROJECT WAS COMPLETED: June 29, 1971

Semi - final estimate completed July 9, 1971.

ESTIMATED PERCENT COMPLETE (ROADWORK)

ARING	DRAINAGE	GRADING	BASE	PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
ES IN PROJECT					1.8
ES PARTIALLY COMPLETED					
ES COMPLETED					1.8
TAL ESTIMATED QUANTITIES (CONTRACT)					8,600
TAL QUANTITIES CORRECTED TO DATE					6,082
IMATED QUANTITIES MOVED OR PLACED TO DATE					6,082
RAGE DAILY QUANTITIES					0
RAGE DAILY QUANTITIES NECESSARY TO LETE PROJECT ON TIME					0
BER OF SHIFTS PER DAY					0
URS PER SHIFT					0

UIPMENT USED DURING THE WEEK: -

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
ONDAY	Fair			
ONDAY	Overcast			
ESDAY	Overcast			
EDNESDAY	Fair - Warm			
HURSDAY	Overcast			
IDAY	Showers - Cloudy			
ATURDAY	Overcast ?			

Routing
Morgan M
Decker
Bond
Walker
Boehm
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JUL 12 1971
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Worked on semi - final periodicaly all week and is expected to be submitted today.

SIGNED ______ LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUL 6 - 1971
FOR FILING

3-1124
7571

Salem, Oregon
July 2, 1971

Contract 7571
Prefix 3-1124

Mr. F. D. Morgan
Construction Engineer

Mr. I. D. Merchant
Bridge Engineer
BUILDING

All work under Contract No. 7571, S. E. Park Avenue-S.E. Ina Avenue Section of the Pacific East Highway in Clackamas County, was completed June 30, 1971.

We request that your office return a signed copy of this letter indicating acceptance of the contract work or listing any conditions below which woul d prevent acceptance of the project by the Highway Commission.

Vince Gallagher
Contract Payments Engineer

Construction Section
Bridge Section

Date ____________________

Office Endorsement

Conditions noted on above date:

Construction Engineer
Bridge Engineer

VG:fw
cc: Virgil Boyd
John Jenkins
H. S. Cox

RECEIVED
JUN 21 1971
FOR FILING

3-1124
7571

June 18, 1971

Parker-Northwest Construction Co.
P. O. Box 149
Oregon City, Oregon 97045

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7571 for paving on the S. E. Park Avenue- S. E. Ina Avenue Section of the Pacific Highway East in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
W. J. Scofield

RECEIVED
JUN 10 1971
FOR FILING

3-1124
7571

June 10, 1971

Parker-Northwest Construction Company
P. O. Box 149
Oregon City, Oregon 97045

Gentlemen:

Enclosed are three copies of Contract No. 7571 for $73,375 awarded to you by the State Highway Commission on June 1, 1971, for paving on the S. E. Park Avenue-S. E. Ina Avenue Section of the Pacific Highway East in Clackamas County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 22, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
W. J. Scofield

RECEIVED
JUN 3 - 1971
FOR FILING

3-1124
7571

June 2, 1971

Parker-Northwest Construction Co.
P. O. Box 149
Oregon City, Oregon 97045

Gentlemen:

The State Highway Commission on June 1, 1971, awarded to you State Highway Contract No. 7571 in the amount of $73,373 on the S.E. Park Avenue-S.E. Ina Avenue Section of the Pacific Highway East in Clackamas County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Sms

cc Frank Morgan
X. D. Merchant
L. W. Rulien
W. J. Scofield
Wm. Geibel - SAIF

10-1147 Grabb Cr.-Bunches Curve Sectinn 1971
of Umpqua Hwy. W. of Elkton
#7572 (Shoulder const. & paving)

RECEIVED

FOR FILING

10-1147

7572

January 28, 1972

The Travelers Indemnity Company
Fidelity and Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

On January 25, 1972, we wrote to you concerning release of final payment on Contract No. 7572 awarded to J. C. Compton Company for work on the Grabb Creek-Bunches Curve Section of the Umpqua Highway in Douglas County.

Final payment on this contract is $376.22 and the total contract amount is $317,013.16 including $48,467.36 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

bc Frank Morgan
Walt Hart
V. E. Shoog
Attn: John Herr
James Versteeg

RECEIVED
JAN 25 1972
FOR FILING

10-1147

7572

January 25, 1972

The Travelers Indemnity Co.
700 Main Street
Hartford, Connecticut 06108

Gentlemen:

Contract No. 7572 awarded to J. C. Compton Co., for work on the Gra[illegible] Creek-Ranches Curve Section of the Umpqua Highway in Douglas County was completed on August 17, 1971, and accepted by the Highway Commission on January 20, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before January 30, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon 97128

Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Kerr
J. H. Versteeg

RECEIVED

FOR FILING

IC-1147
7572

January 24, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed August 17, 1971 on Contract No. 7572. The contract was with J. C. Compton Co. and was for grading and paving on the Grubbe Creek - Dunches Curve Section of the Umpqua Highway in Douglas County.

As the contractor has completed all work according to specifications. I recommend that you accept the project effective January 20, 1972, and that you concur in this procedure at the Commission meeting on February 22, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has you approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Gary Ross
G. L. Sund
L. H. Young
F. D. Morgan
W. J. Hart
V. E. Skoog
H. S. Cox
J. H. Versteeg

VG:alc

10-1147
7572

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Grabb Creek - Bunches Curve	SECTION: Grabb Creek - Bunches Curve	WEEK ENDING: August 21, 1971
CONTRACTOR: J. C. Compton Company	HIGHWAY: Umpqua	SECTION PREFIX: 10-1147
DATE OF CONTRACT: June 1, 1971	KIND OF WORK: Grading & Paving	COUNTY: Douglas
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION: 1	CONTRACT NUMBER: 7572	FEDERAL AID PROJECT NUMBER: State
PROJECT AUTHORIZATION: $348,325.82	DATE WORK STARTED: June 24, 1971	ESTIMATED COMPLETION DATE: 8-17-71
EXCLUSIVE OF ENGINEERING: $320,705.27	SPECIFIED WORK DAYS	WORK DAYS USED
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $320,705.27	SPECIFIED CALENDAR DAYS 100	CALENDAR DAYS USED 54
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	SPECIFIED COMPLETION DATE: September 29, 1971	PERCENT OF TIME ELAPSED: 54%
	ENGINEERING AUTHORIZATION: $27,620.15	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98%
	ENGINEERING COST TO DATE: $17,487.61	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98%
	PERCENT OF AUTHORIZATION: 63%	DATE PROJECT WAS COMPLETED: August 17, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100%				100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	6.5				6.5
MILES PARTIALLY COMPLETED					0
MILES COMPLETED	6.5				6.5
TOTAL ESTIMATED QUANTITIES (CONTRACT)	14				28,000
TOTAL QUANTITIES CORRECTED TO DATE	6.5				25,917.975
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	0				25,917.975
AVERAGE DAILY QUANTITIES	0				2,600
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				0
NUMBER OF SHIFTS PER DAY	0				0
HOURS PER SHIFT	0				0

EQUIPMENT USED DURING THE WEEK: I loader, I Broom, I Blade, I Truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Clear			
TUESDAY	Clear			Projected Completed
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
AUG 23 1971
CONSTRUCTION
DIVISION

Litchfield
Glenn

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work
MONDAY	Contractor using Grader to pull & shape slopes. Using loader to pick up Excess & hauling with 1 truck to areas through out project which need Material. Broom cleaning up roadway.
TUESDAY	Contractor using Grader to pull & shape slopes. Using loader to pick up excess & hauling with 1 Truck to areas through out project which need Material. Broom cleaning up roadway. Project Completed.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project Completed August 17, 1971.

Original to Construction
c.c. Region
Traffic
Files

SIGNED Alfred W. Bates LOCATION ______

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
JUN 30 1971
FOR FILING

10-1147
7572

June 30, 1971

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7572 for work
on the Crabb Creek-Ranches Curve
Section of the Umpqua Highway
in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

bc F. D. Morgan
I. D. Merchant
C. T. Kassey
A. W. Bates

RECEIVED
JUN 28 1971
FOR FILING

10-1147
7572

June 23, 1971

Hanson and Rowland, Inc.
P. O. Box 1633
Tacoma, Washington 98401

Attention: Mr. H. Y. Duren

Gentlemen:

On Contract Nos. 7572 and 7587 awarded to J. C. Compton Company, the State Insurance Department has notified us that they cannot approve H. Y. Duren signing as Attorney-in-Fact for the Travelers Indemnity Company as the Power of Attorney for H. Y. Duren was revoked on September 14, 1967, and was never refiled.

Please refile a Power of Attorney for H. Y. Duren with the Insurance Department, 158 N. E. 12th Street, Salem, Oregon 97310. We cannot accept a Power of Attorney sent to us.

If you do not wish to refile a Power of Attorney, please have someone sign who has proper authorization and return the two copies of this contract to our office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

cc J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

bc F. D. Morgan
I. D. Merchant
C. T. Kessey
A. W. Bates
Bobby Johnson

RECEIVED
JUN 10 1971

FOR FILING

10-1147
7572

June 10, 1971

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon   97128

Gentlemen:

Enclosed are three copies of Contract No. 7572 for $305,595 awarded to you by the State Highway Commission on June 1, 1971, for work on the Grabb Creek-Bunches Curve Section of the Umpqua Highway in Douglas County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 22, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
C. T. Kessey
A. W. Bates

RECEIVED
JUN 3 - 1971
FOR FILING

10-1147
7572

June 2, 1971

J. C. Compton Company (Corp.)
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

The State Highway Commission on June 1, 1971, awarded to you State Highway Contract No. 7372 in the amount of $305,895 on the Grabb Creek-Bunches Curve Section of the Umpqua Highway in Douglas County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Frank Morgan
L. D. Merchant
C. T. Kenney
A. V. Bates
Wm. Geibel - SAIF

RECEIVED
JUN 3 1971
FOR FILING

10-1147
7572

Salem, Oregon
June 2, 1971

F. B. Klaboe
A. E. Johnson
E. S. Hunter

Shoulder widening preparatory to overlay on the Grabb Creek-Bunches Curve Section of the Umpqua Highway was to be done by State Forces. Keasey informs me that the job could not be completed within the $50,000 minor betterment limit. I have therefore issued the following instructions:

1. The balance of the widening shall be done on a force account basis with the successful bidder on the overlay contract.

2. The job shall be tightly policed to remove any frills and to utilize any excess engineering funds or contingency funds to cover this expected overrun.

3. The job shall be completed as nearly as possible under the current project authorization but the Regional Engineer shall furnish the Design Engineer with a new ending station of the project if it is necessary to shorten the proposed contract.

Tom Edwards
Deputy State Highway Engineer

Enc.
TE:ja

cc R. L. Porter (enc.)
R. N. Bothman "
L. H. Young "
Frank Hall "
F. D. Morgan
C. T. Keasey

Ed

RECEIVED
JUN 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LRW.CNMAAM

LRW CON MCE RSB 12 6-1-71 4-47 PM

TOM EDWARDS

INFO BOTHMAN
MORGAN

RE GRABB CREEK-BUNCHES CURVE OVERLAY AND SHOULDER WIDENING.

INFORMATION RECEIVED LAST WEEK ON STATE FORCE MINOR BETTERMENT SHOULDER PREPARATION COSTS WAS IN EEXX ERROR. COST NOW IS APPROACHING $50,000 LIMIT AND IS BEING CUT OFF AS OF TONIGHT. 3.60 MILES WILL HAVE BEEN COMPLETED, READY FOR PAVING, LEAVING 2.90 MILES YET TO DO. RESIDENT ENGINEER AL BATES ESTIMATES $50!/// $50,000 TO COMPLETE SHOULDER WORK ON FORCE ACCOUNT BASIS UNDER CONTRACT, OF WHICH $25,000 XXX MINUS-PLUS, MAY BE ABLE TO BE SQUEEZED FROM CONTRACT AUTHORIZATION. BALANCE OF ZZZZZZZZ $25,000 WOULD HAVE TO BE ON OVERRUN OF AUTHORIZATION OR CUTTING JOB SHORT BY APPROXIMATELY ONE HALF MILE.

WHICH WAY DO YOU WISH TO PROCEED.

C T KEASEY

EB$^3_4$4.$^{17}_{88}$.--..

11-8310 Mayville Rock Production Proj. 1971
John Day Highway, S. of Condon.

#7573

RECEIVED

FOR FILING

7573

March 6, 1972

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On January 20, 1972, we wrote to you concerning release of final payment on Contract No. 7573 awarded to Jarl Construction, Inc., for rock production on the Mayville Section of the John Day Highway in Gilliam and Wheeler Counties.

Final payment on this contract is $156.06 and the total contract amount is $40,656.06. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Herr
W. E. Schwartz

RECEIVED
JAN 20 1972

FOR FI

11-8310
7573

January 20, 1972

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

Contract No. 7573 awarded to Jarl Construction, Inc., for rock production on the Mayville Section of the John Day Highway in Gilliam and Wheeler Counties was completed on August 6, 1971, and accepted by the Highway Commission on January 18, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before January 25, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Kerr
W. E. Schwartz

RECEIVED
JAN 20 1972
FOR [illegible]

11-8310

7573

January 18, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed August 6, 1971 on Contract No. 7573. The contract was with Jarl Construction, Inc., and was for rock production on the Mayville Section of the John Day Highway in Gilliam and Wheeler Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 18, 1972, and that you concur in this procedure at the Commission Meeting on February 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

VG:dg

bc Floyd Query
George M. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Gary Ross
G. L. Sund
L. H. Young
F. D. Morgan
W. J. Hart
V. E. Skoog
H. S. Cox
W. E. Schwartz

11-8310
7573

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Mayville

WEEK ENDING: Aug. 27, 1971

SECTION PREFIX: 11-8310

HIGHWAY: John Day

COUNTY: Gilliam & Wheeler

NAME OF JOB: Mayville

KIND OF WORK: Rock Production

CONTRACTOR: Jarl Construction Co.

CONTRACT NUMBER: 7573

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 1, 1971

DATE WORK STARTED: July 12, 1971

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: Aug. 15, 1971

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION. $ 49,464.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $ 45,144.00

ENGINEERING AUTHORIZATION $ 4320.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 40,648.00

ENGINEERING COST TO DATE $ 2109.18
this week final

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 90

DATE PROJECT WAS COMPLETED: Aug. 6, 1971

ATED PERCENT: ~~OVERRUN~~ UNDERRUN 10 %

PERCENT OF AUTHORIZATION 49 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			8000		
TOTAL QUANTITIES CORRECTED TO DATE			7528.9cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
AUG 31 1971
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work this week Contractor has been completed for 3 weeks.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Completed Semi-final estimate.

This is the final weekly report on this project.

SIGNED L.C. Johnson LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES.

SP*F218

RECEIVED
AUG 10 1971
FOR FILING

11-8310
7573

Salem, Oregon
August 9, 1971

Contract 7573
Prefix 11-8310

Mr. F. D. Morgan
Construction Engineer

Mr. I. D. Merchant
Bridge Engineer
BUILDING

All work under Contract No. 7573, Mayville Section of the John Day Highway in Gilliam and Wheeler Counties, was completed August 6, 1971.

We request that your office return a signed copy of this letter indicating acceptance of the contract work or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

V. G., by JK
Vince Gallagher
Contract Payments Engineer

Construction Section
Bridge Section

Office Endorsement

Date ____________________

Conditions noted on above date:

Construction Engineer
Bridge Engineer

JK:fw

cc: Virgil Boyd
John Jenkins
H. S. Cox

RECEIVED
JUN 22 1971
FOR FILING

11-8310
7573

June 21, 1971

Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

[redacted]

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7573 for the
Mayville Rock Production Project
on the John Day Highway in Gilliam
and Wheeler Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
I. D. Merchant
M. S. Coulter
L. C. Johnson

RECEIVED
JUN 10 1971
FOR FILING

11-8310

7573

June 10, 1971

Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

Gentlemen:

Enclosed are three copies of Contract No. 7573 for $43,200 awarded to you by the State Highway Commission on June 1, 1971, for rock production on the Mayville Section of the John Day Highway in Gilliam and Wheeler Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is August 15, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sr
Enclosures

cc Frank Morgan
I. D. Merchant
H. S. Coulter
L. C. Johnson

RECEIVED
JUN 3 - 1971
FOR FILING

11-8310

7573

June 2, 1971

Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

Gentlemen:

The State Highway Commission on June 1, 1971, awarded to you State Highway Contract No. 7573 in the amount of $43,200.00 on the Mayville Rock Production Project of the John Day Highway in Gilliam and Wheeler Counties.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
L. C. Johnson
William Goibel (SAIF)

113-1111 Burns-Lawen Section, on the 1971
Steens Hwy., S. of Burns.
#7574 (Grading and paving)

CEIVED
FEB 9 - 1972
FOR FILIN

113-1111
7574

February 8, 1972

General Insurance Co. of America
Portland Service Office
1900 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On February 3, 1972, we wrote to you concerning release of final payment on Contract No. 7574 awarded to R. L. Coats for work on the South Unit, Burns-Lawen Section of the Steens Highway in Harney County.

Final payment on this contract is $3,177.27 and the total contract amount is $294,126.89 including $2,464.08 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Frank Morgan
Walt Hart
V. E. Skoog
 Attn: John Kerr
W. E. Schwartz

RECEIVED
FEB 8 - 1972
FOR FILING
113-1111
7574

February 3, 1972

General Insurance Co. of America
Portland Service Office
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

Contract No. 7574 awarded to R. L. Coats for work on the South Unit, Burns-Lawen Section of the Steens Highway in Harney County was completed on November 12, 1971, and accepted by the Highway Commission on January 31, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before February 9, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Kerr
W. E. Schwarts

RECEIVED
FEB 2 - 1972

FOR FILING

113-1111

7574

January 31, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed November 12, 1971 on Contract No. 7574. The contract was with E. L. Coats and was for grading and paving on the South Unit, Burns - Lawen Section of the Steens Highway in Harney County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 31, 1972 and that you concur in this procedure at the Commission meeting on February 22.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Gary Ross
G. L. Sund
L. H. Young
F. D. Morgan
W. J. Hart
V. E. Skoog
H. S. Cox
W. E. Schwartz

VG:alc

-113-1111
7574

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: South Unit, Burns - Lawen

WEEK ENDING: December 11, 1971

SECTION PREFIX: 113-1111

HIGHWAY: Steens

COUNTY: Harney

KIND OF WORK: Grading and Paving

NAME OF JOB: South Unit, Burns - Lawen

FEDERAL AID PROJECT NUMBER: State

CONTRACTOR: R. L. Coats

CONTRACT NUMBER: 7574

ESTIMATED COMPLETION DATE: November 12, 1971

DATE OF CONTRACT: June 1, 1971

DATE WORK STARTED: June 22, 1971

SPECIFIED WORK DAYS: calendar 110

WORK DAYS USED: calendar 134

CALENDAR DAYS USED:

PERCENT OF TIME ELAPSED: 122

SPECIFIED CALENDAR DAYS:

SPECIFIED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

PROJECT AUTHORIZATION: $ 367 ~~366~~,157.74

EXCLUSIVE OF ENGINEERING: $ 338.643.91

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 305,600.00 [illegible]

ESTIMATED PERCENT: XXXXXX UNDERRUN 10 %

ENGINEERING AUTHORIZATION: $ 29,113.83

this week 50.00

ENGINEERING COST TO DATE: $ 27,500.00

PERCENT OF AUTHORIZATION: 94 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90

DATE PROJECT WAS COMPLETED: November 12, 1971

Semi-final submitted 12-10-71

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.00	4.00			4.00
MILES PARTIALLY COMPLETED	4.00	4.00			4.00
MILES COMPLETED	4.00	4.00			4.00
TOTAL ESTIMATED QUANTITIES (CONTRACT)	15,300 CY	28,000 T			16,860 T
TOTAL QUANTITIES CORRECTED TO DATE	10,950 CY	26,740 T			15,780 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	10,950 CY	26,740 T			15,780 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	snow flurries			
TUESDAY	Clear - cold			
WEDNESDAY	Snow			
THURSDAY	Cloudy			
FRIDAY	Cloudy			
SATURDAY				

Routing
Morgan M
Decker
Bond B
Walker
Bochme
Johnson 90
Pease E ✓
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
DEC 13 1971
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	

REMARKS

Semi-final submitted December 10, 1971. This is last field engineer's weekly report for this project.

DWGreene

SIGNED D.W. Greene, Res. Engr. LOCATION John Day

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

RECEIVED
DEC 7 - 1971
FORM E-30
FOR FILING

113-1111
7574

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 6, 1971

SUBJECT: S. Unit, Burns-Lawen Section
Contract No. 7574

To:

Mr. H. S. Coulter
Regional Engineer
State Highway Division
P. O. Box 850
LaGrande, Oregon 97850

NOTED
A. E. JOHNSON

Returned herewith is State Force Order No. 3 for the clearing of roadside right of way on subject project.

This work order was discussed with the Front Office and it was decided that this was either Minor Betterment or Maintenance work and not a part of the contract obligation.

F D Morgan
F. D. Morgan
Construction Engineer

FDM:fw

Enc.

cc A. E. Johnson

cy Bothman
12-7-71

RECEIVED
DEC 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 22 1971

FOR FILIN
113.1111
7574

Salem, Oregon
November 22, 1971

Contract 7574

Mr. F. D. Morgan
Construction Engineer

Mr. I. D. Merchant
Bridge Engineer

BUILDING

All work under Contract No. 7574, South Unit, Burns-Lawen Section of the Steens Highway in Harney County, was completed November 12, 1971.

We request that your office return a signed copy of this letter indicating acceptance of the contract work or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Program and Planning Engineer

Construction Division
Bridge Division

Office Endorsement

Conditions noted on above date:

Date__________________________

Construction Engineer
Bridge Engineer

VG:bb

cc: Virgil Boyd
John Jenkins
H. S. Cox
E. F. Saling
Donald L. Trout

c

RECEIVED
JUN 22 1971
FOR FILING

113-1111
7574

June 21, 1971

R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7574 for work
> on the South Unit, Burns-Lawen
> Section of the Steens Highway in
> Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1900 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
D. W. Greene

RECEIVED
JUN 18 1971

FOR FILING

113-1111
7574

June 10, 1971

R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

Enclosed are three copies of Contract No. 7574 for $320,937 awarded to you by the State Highway Commission on June 1, 1971, for work on the South Unit, Burns-Lawen Section of the Steens Highway in Harney County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 22, 1971

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Enclosures

bc Frank Morgan
I. D. Marchant
H. S. Coulter
D. W. Greene

c

RECEIVED
JUN 3 - 1971
FOR FILING

113-1111
7574

June 2, 1971

A. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

The State Highway Commission on June 1, 1971, awarded to you State Highway Contract No. 7574 in the amount of $340,937 on the Burns-Lawen Section of the Steens Highway in Harney County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
D. W. Greene
William Geibel (SAIF)

RECEIVED
APR 30 1971
FORM E-30 (12-67)

FOR FILING

113-1111
7574

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1971

SUBJECT: Burns-Lawen Section
Steens Highway #442
Harney County

To: Mr. F. B. Klaboe
Asst. State Highway Engineer

BUILDING

Attached herewith is a letter and data from Region 5 requesting a negotiated contract for the next unit of the subject overlay. Review of the proposal would appear to be suppressing competition biding and therefore the Design Section does not recommend negotiating a contract.

Please review and advise.

Frank L. Hall
Design Engineer
By:
George C. Wills
George C. Wills
Chief Locating Engineer

RECEIVED
APR 29
OFFICE OF
STATE HIGHWAY ENGINEER

GCW:jf

cc: F. D. Morgan
H. S. Coulter

NOTED
F.B. KLABOE

Klaboe & Edwards indicate they would not approve a negotiated contract — Bud Shirly advised by phone 4-28-71 Wills

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 19, 1971

SUBJECT:

To: Mr. Frank Hall
Design Engineer

SALEM

Burns-Lawen Section
Highway 442
Harney County
Contract #7414

Babler Bros., Inc., the contractor on the Burns-Lawen Section Contract No. 7414, has quoted prices for the extension of that project for five miles and for six miles, and for the production and stockpiling of maintenance materials.

Their quotation for the five mile extension for the contract bid items is $341,395. If an additional Anticipated Items and 12% Engineering and Contingencies, and the stockpiling maintenance materials is added together, the total for the five mile extension is estimated at $436,600. A Tabulation of this is attached.

It is recommended that strong consideration be given to negotiating the extension under the existing contract.

We have submitted a location estimate for a five mile extension as a separate contract, at a total estimated cost of $413,450. It would seem that this small additional cost of some $25,000 would give us one more mile of improved highway.

H. S. Coulter
Regional Engineer

By

Alfred Shirley Jr

Alfred Shirley, Jr.
Regional Maintenance Engineer

AS:sh
Attachment

cc F. D. Morgan

RECEIVED
APR 20 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

4/19/71

Contractor Quotation for 5-mile extension

Contract Bid Items	#341,395.00
Flagging (State Share)	3,750.00
Seed and Mulch	12,500.00
Striping	850.00
Adjust mail boxes	75.00
Subtotal	#358,570.00
+12½% Engrg. + Cont.	44,821.25
	#403,391.25
Stockpiled maint. mat'ls	33,220.00
Total	#436,611.25

4/17/71

Babler Quotes

Cost per mile based on 6 mile project

$6\overline{)399,460}$ = #66,576^{67}

Cost per mile based on 5 mile project

$\frac{341,395}{5}$ = #68,279$^{\underline{00}}$

Location Cost Estimate

Cost per mile

$\frac{329,710.50}{4}$ = # 82,427.62

Above costs are contract construction items only.

BABLER BROS., INC.

GENERAL CONTRACTORS

4617 S. E. MILWAUKIE AVE.
PORTLAND, OREGON 97202
(503) 232-8677
232-4047

LLOYD BABLER
PRESIDENT
LLOYD BABLER, JR.
VICE PRESIDENT
RICHARD BABLER
VICE PRESIDENT
THOMAS G. BABLER
VICE PRESIDENT
JAS. A. POLLOCK
SECRETARY-TREASURER

NOTED
A. SHIRLEY

April 12, 1971

NOTED	D.	[illegible]	[illegible]	DOE

APR 15 1971
REC'D DIV. OFFICE
LA GRANDE

Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Attention: Mr. H. S. Coulter
Regional Engineer

Gentlemen:

Pursuant our discussion last week we quote the following prices pertaining to Burns-Lawen Section of Steens Highway, Contract No. 7414 extension:

Item	Quantity and Unit	Unit Prices	Amount
Temporary Protection and Direction of Traffic	All Specified	Lump Sum	$ 5,000.00
Clearing and Grubbing	All Specified	Lump Sum	2,500.00
Removal of Structures and Obstructions	All Specified	Lump Sum	1,500.00
Embankment in Place	17,700 cu.yds.	$ 1.15	20,355.00
Finishing Roadbed & Slopes	6.00 miles	1,000.00	6,000.00
Plant-Mix Aggregate Base (1"-0)	38,500 tons	3.80	146,300.00
Class "B" Asphalt Concrete Mixture	21,500 tons	7.20	154,800.00
Asphalt Cement in Mixture	1,185 tons	44.00	52,140.00
Asphalt in Tack Coat	12 tons	100.00	1,200.00
3/4"-0 Aggregate in Prime Coat	405 cu.yds.	10.00	4,050.00
MC-250 Asphalt in Prime Coat	63 tons	65.00	4,095.00
Extra for Asphalt Approaches	20 only	75.00	1,500.00
Setting Mail Box Posts	2 only	10.00	20.00
			$399,460.00

The above is for constructing a 6-mile addition. Watering is included in the embankment item as per present contract.

Burns-Lawen Section
Steens Highway
Contract No. 7414
April 12, 1971

The following prices and quantities are for a 5-mile addition:

Item	Quantity and Unit	Unit Price	Amount
Temporary Protection and Direction of Traffic	All Specified	Lump Sum	$ 5,000.00
Clearing and Grubbing	All Specified	Lump Sum	2,000.00
Removal of Structures and Obstructions	All Specified	Lump Sum	1,250.00
Embankment in Place	16,700 cu.yds.	$ 1.25	20,875.00
Finishing Roadbed & Slopes	5.00 miles	1,000.00	5,000.00
Plant-Mix Aggregate Base (1"-0)	31,800 tons	3.90	124,020.00
Class "B" Asphalt Concrete Mixture	17,800 tons	7.35	130,830.00
Asphalt Cement in Mixture	980 tons	44.00	43,120.00
Asphalt in Tack Coat	10 tons	100.00	1,000.00
3/4"-0 Aggregate in Prime Coat	340 cu.yds.	10.00	3,400.00
MC-250 Asphalt in Prime Coat	52 tons	65.00	3,380.00
Extra for Asphalt Approaches	20 only	75.00	1,500.00
Setting Mail Box Posts	2 only	10.00	20.00
			$341,395.00

Additionally, the following materials could be produced in either case:

½"-0 Stockpile Measure	3,000 cu.yds.	$3.50	$10,500.00
3/8"-0 Stockpile Measure	2,000 cu.yds.	4.00	8,000.00
¼"-#10 Stockpile Measure	2,000 cu.yds.	4.00	8,000.00
Hauling Stockpile Materials	56,000 yd.miles	.12	6,720.00
			$33,220.00

N. A. Toole Construction Company would produce the materials for this project.

Burns-Lawen Section
Steens Highway
Contract No. 7414
April 12, 197

We could start immediately (Toole could move in right now) and would certainly appreciate your earliest consideration.

Very truly yours,

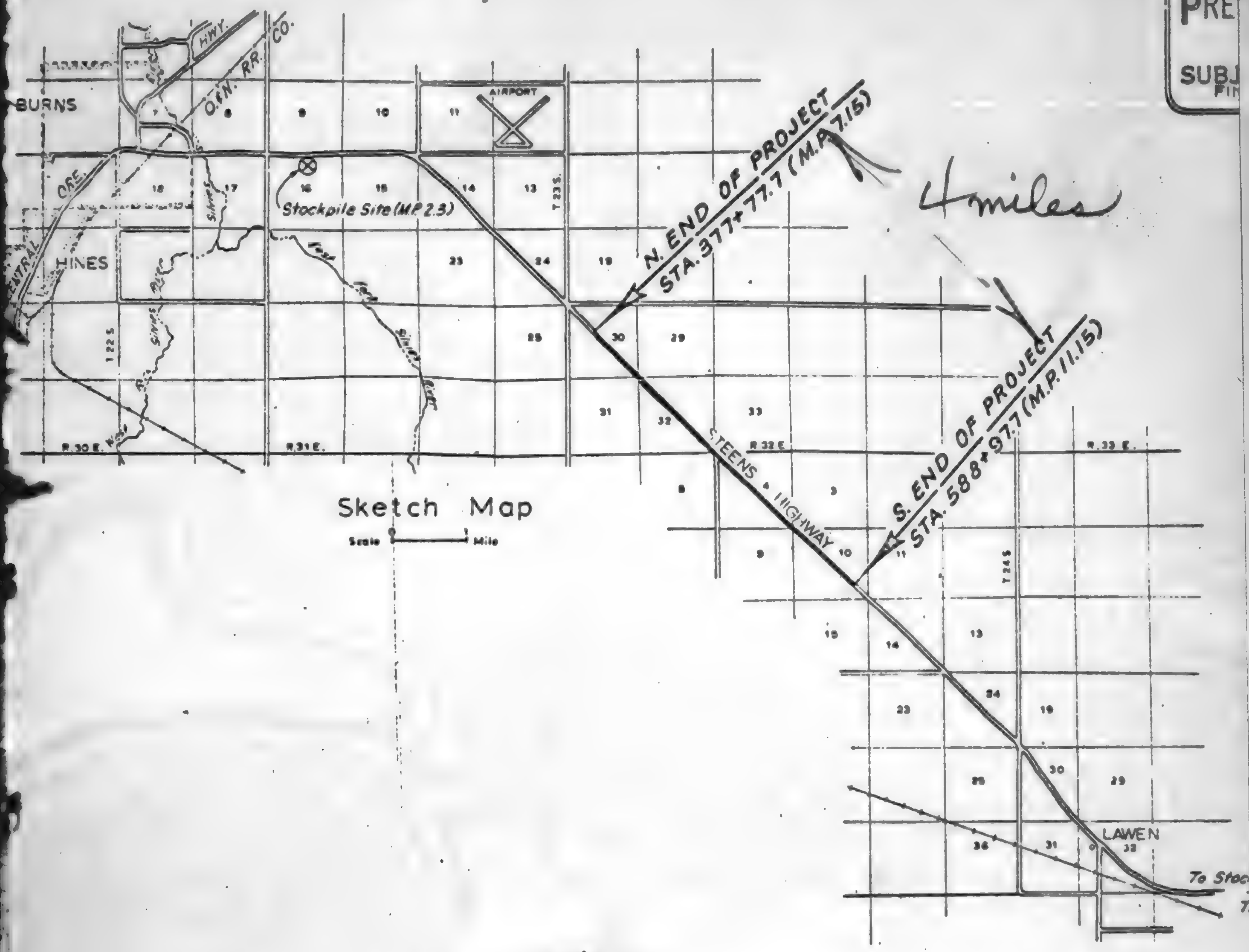
BABLER BROS., INC.

Lloyd D. Babler

Lloyd Babler
President

LB:rt
cc: Doug Green, Burns

PRE
SUBJ
FIN


BURNS
HINES
HWY.
O.&N. RR. CO.
ORE. CENTRAL
AIRPORT
Stockpile Site (M.P. 2.3)
N. END OF PROJECT
STA. 377+77.7 (M.P. 7.15)
S. END OF PROJECT
STA. 588+97.7 (M.P. 11.15)
STEENS HIGHWAY
LAWEN
To Stoc
T.22 S.
T.23 S.
T.24 S.
R.30 E.
R.31 E.
R.32 E.
R.33 E.
Silvies River
East Fork Silvies River
Scale 0 1 Mile

4 miles

Sketch Map

O'kay auth. $360,000

PRELIMINA
SUBJECT T

UTILITY UNIT
MAY 5 - 1971
FOR FILE
113-1111
7574

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

A. E. JOHNSON

April 22, 1971

United Telephone Company
of the Northwest
601 State Street
Hood River, Oregon 97031

Re: Telephone Line Conflicts
Burns-Lawen Section
Steens Highway
Harney County

ATTENTION: Mr. R. M. Crockett
President & General Manager

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on May 27, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted. These conflicts are as follows:

25 poles	36'-38' Northeast	Station 381+95 to Station 449+75	OSHD R/W
12 poles	38' Northeast	Station 571+19 to Station 603+95	OSHD R/W
9 poles	38'-44' Northeast	Station 603+95 to Station 630+45	OSHD R/W

Note: There are other poles through the project about 44' northeast around which material may be borrowed and your company may wish to adjust.

The above conflicts totaling forty-six (46) in number, are all located on public road right of way, therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

United Telephone Company
of the Northwest
April 22, 1971
Page 2

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. H. M. Fillmore, P. O. Box 850, LaGrande, Oregon 97850. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. D. W. Greene, 252 S. Date Avenue, Pendleton, Oregon 97801, telephone 276-7011, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Greene. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Fillmore.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: United Telephone Company
63 W. "B" Street
Burns, Oregon 97720 - Attention: Mr. Don Klingle

A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
H. S. Coulter
D. W. Greene
H. M. Fillmore

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

319-1708 Lakeview ("J" Street, N.) Sec. '71
(Paving)

#7576

ClA 4150 2-11-71

Date January 31, 1972

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1971

Contract # 7576 Prefix 319-1708 Survey Prefix 319-1477

Street "J" Street, North

City Lakeview

Payments to Contractor (see attached voucher)	$ 14,088.31
Engineering and Contingencies	1,384.42
Survey: Total $ 558.27 Prorated Share	--
TOTAL	15,472.73
Agreed State Share	15,472.73
Agreed City Share	--
City Advance Deposit	--

Reference: Outside Billing None

RU

GON STATE HIGHWAY DIVISION

ONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY LAKE	CONTRACT NO. 7576	ESTIMATE 3	
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.		
SECTION LAKEVIEW /J ST N/			

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO D
0001	9N CLASS B OR CLASS C	ASPHALT CONC	TONS	15.0000	958
0002	9N ADJUSTING MANHOLES		ONLY	100.0000	4
	ADJUSTMENT ITEMS				
6001	9N LIQUIDATED DAMAGES		DAY	30.0000-	26.
	FORCE ACCOUNT ITEMS				
1	9N FLAGGING	94001			

DATE
11 12 71 PG. 01 . 7576

PREVIOUS VOUCHER NO.
15902

CHECKED BY
CP/md

ENGINEER OR AUDITOR
W. W. Robertson

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

CONTRACT NO. 7576	ESTIMATE NO. 3 Final	PREFIX NO'S. 319-1708-204 (41)
FEDERAL AID PROJECT NO		

977.50 Dr.

T N/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TONS	15.0000	958.580	14378.70	14378.70	
ONLY	100.0000	4.000	400.00	400.00	
	30.0000-	26.000	780.00-	780.00-	
DAY			89.61	89.61	

		13998.70	
TOTAL CONTRACT ITEMS	13998.70	977.50	977.50
% RETAINED ON CONTRACT ITEMS			
FORCE ACCOUNT	89.61	89.61	
TOTAL PAYMENTS	14,088.31	13,110.81	977.50

RECEIVED

319-1708
7576

January 28, 1972

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

Gentlemen:

On November 17, 1971, we wrote to you concerning release of final payment on Contract No. 7576 awarded to Robler Bros., Inc., for paving on "J" Street North in the City of Lakeview in Lake County.

Final payment on this contract is $977.50 and the total contract amount is $14,088.70 including $88.61 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Robler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

bc Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Kerr
J. F. Putnam

RECEIVED
NOV 17 1971
FOR FILING

319-1708
7576

November 17, 1971

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

Contract No. 7576 awarded to Babler Bros., Inc., for work on "J" Street N. in Lakeview in Lake County was completed on September 8, 1971, and accepted by the Highway Commission on November 12, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before November 22, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
J. F. Putnam

RECEIVED
NOV 16 1971
FOR FILING

319-1708
7516

November 15, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed September 8, 1971 on Contract No. 7516. The contract was with Babler Bros., Inc. and was for paving on the Lakeview (~~"F"~~ 'G' St. N) Section in Lake County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 12, 1971, and that you concur in this procedure at the Commission meeting on November 24, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:ed
cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sand
F. D. Morgan
I. D. Marchant
V. E. Skoog
H. S. Cox
L. H. Young
J. F. Putnam

OREGON STATE HIGHWAY DEPARTMENT 11/12/71 PROGRESS ESTIMA

SECTION LAKEVIEW /J ST N/

COUNTY [illegible]KE

AWARDED 06

HIGHWAY CITY STREET

SPECIFIED COMPLETION A) 50 CWD B) C)

EXTENSION

TYPE WORK PAVING

CONTRACTOR BABLER BROS INC
PORTLAND 2

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	CLASS B OR CLASS C ASPHALT CONC	TONS	150000	1250000	1875000	958580	1437870
002	ADJUSTING MANHOLES	ONLY	1000000	8000	80000	4000	40000
	TOTALS FOR ORIG. CONTRACT				1955000		1477870
	PRICE AGREEMENTS						
30101	DOC REV AC MIX SPECS						
	ADJUSTMENTS						
6001	LIQUIDATED DAMAGES	DAY	-300000			2600	-78000
	FORCE ACCOUNTS						
001	FLAGGING 94001						8961
	* TOTAL PAY COSTS				1955000		1408831
	ADD. ANTICIP. ITEMS						
94001	FLAGGING EW 1				20000		

FORM E-498 (REV. 5-69)

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01

AWARDED 06 01 71 F.A.P.

CONTRACT NO. 7576

WORK DONE TO:

50 CWD

EXTENSION

APPROVED

PREFIX 319 1708

A) 76 CWD

USED B)

C)

ESTIMATED DATE OF COMPLETION:

ESTIMATE NO. 003

ER BRGS INC

LAND 2

FINAL

ON	CORRECTED ESTIMATE		PERFORMED TO DATE 09/08/71		TO COMPLETE 09/08/71		GROUP P or N	NEW TOTAL TO DATE	
T	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	958580	1437870	958580	1437870			9N		
00	4000	40000	4000	40000			9N		
		1477870		1477870					
							9N		
	26000	-78000	26000	-78000			9N		
		8961		8961			9N		
55000		1408831		1408831					
20000							9N		

OREGON STATE HIGHWAY DEPARTMENT 11/12/71

PROGRESS ESTIMAT

SECTION LAKEVIEW /J ST N/

HIGHWAY CITY STREET

TYPE WORK PAVING

COUNTY [illegible]KE

SPECIFIED COMPLETION A) 50 CWD
B)
C)

CONTRACTOR BABLER BROS INC
PORTLAND 2

AWARDED 06

EXTENSION

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
98999	CONTINGENCIES				88875		
99999	ENGINEERING				197500		141169
	GRAND TOTALS				2261375		1550000

RESIDENT ENGINEER ------------------------ DATE

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

FORM E-498 (REV. 5-69)

AWARDED 06 01 71

F.A.P.

CONTRACT NO. 7576

WORK DONE TO:

A) 50 CWD

B)

C)

EXTENSION

APPROVED

PREFIX 319 1708

USED A) 76 CWD

USED B)

USED C)

ESTIMATED DATE OF COMPLETION:

ESTIMATE NO. 003

FINAL

ER BROS INC

LAND 2

ON IT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 09/08/71 QUANTITY	PERFORMED TO DATE 09/08/71 AMOUNT	TO COMPLETE 09/08/71 QUANTITY	TO COMPLETE 09/08/71 AMOUNT	GROUP P OR N	NEW TOTAL TO DATE QUANTITY	NEW TOTAL TO DATE AMOUNT
375									
500		141169		117898		23271			
261375		1550000		1526729		23271			

DATE

DIVISION ENGINEER

319-1708
7576

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Lakeview ('J' St. N.)	WEEK ENDING October 9, 1971	SECTION PREFIX 319-1708
HIGHWAY City Street	COUNTY Lake	
NAME OF JOB Lakeview ('J' St. N.)	KIND OF WORK Paving	
CONTRACTOR Babler Brothers Inc.	CONTRACT NUMBER 7576	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT June 1, 1971	DATE WORK STARTED August 13, 1971	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS WORKDAYS 50	WORK DAYS USED CALENDAR DAYS USED WORKDAYS USED 76
PROJECT AUTHORIZATION: $ 22,613.75	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 152
EXCLUSIVE OF ENGINEERING: $ 20,638.75	ENGINEERING AUTHORIZATION $ 1,975.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 14,778.70	ENGINEERING COST TO DATE $ 1,148.08	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 28½ %	PERCENT OF AUTHORIZATION 58.1 %	DATE PROJECT WAS COMPLETED: September 8, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					0.36
MILES PARTIALLY COMPLETED					
MILES COMPLETED					0.36
TOTAL ESTIMATED QUANTITIES (CONTRACT)					1,250 ton
TOTAL QUANTITIES CORRECTED TO DATE					958 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					958 ton
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing E
Morgan M
Decker
Bond
Walker
Boehme
Johnson
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
OCT 19 1971
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY Oct 3	No activity
MONDAY 4	No activity
TUESDAY 5	Semi-final estimate submitted this date
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

FINAL WEEKLY REPORT

SIGNED H W Robertson LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
SEP 14 1971
FOR FILING

319-1708
7576

Salem, Oregon
September 10, 1971

Contract 7376
Prefix 319-1708

Mr. F. D. Morgan
Construction Engineer

Mr. I. D. Merchant
Bridge Engineer
BUILDING

All work under Contract No. 7376, Lakeview ("J" St. M) Section in Lake County, was completed September 8, 1971.

We request that your office return a signed copy of this letter indicating acceptance of the contract work or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

Vince Gallagher
Contract Payments Engineer

Construction Section
Bridge Section

Date____________________

Office Endorsement

Conditions noted on above date:

Construction Engineer
Bridge Engineer

VG:fw

cc: Virgil Boyd
John Jenkins
H. S. Cox

RECEIVED
JUN 25 1971
FOR FILING

319-1708
7576

June 25, 1971

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7576 for paving
on "J" Street North in the
City of Lakeview in Lake County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06106

bc F. D. Morgan
I. D. Merchant
J. F. Putnam
W. W. Robertson

RECEIVED
JUN 14 1971
FOR FILING

3194 1708
7576

June 14, 1971

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon 97202

Gentlemen:

Enclosed are three copies of Contract No. 7576 for $19,550 awarded to you by the State Highway Commission on June 1, 1971, for work on "J" Street North in the City of Lakeview in Lake County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 25, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Enclosures

cc Frank Morgan
I. D. Merchant
J. F. Putnam
W. W. Robertson

RECEIVED
JUN 3 - 1971
FOR FILING

319-1708
7576

June 2, 1971

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

The State Highway Commission on June 1, 1971, awarded to you State Highway Contract No. 7576 in the amount of $19,550 on "J" Street North in the City of Lakeview in Lake County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ki

bc F. D. Morgan
I. D. Merchant
J. F. Putnam
W. M. Robertson
William Geibel (SAIF)

☑ ENGR. ☑ [illegible] ☐ CE ☐ AE ☑ UE
☑ [illegible] ☑ CE ☐ [illegible] ☐ [illegible] ☐

May 27, 1971

Mr. J. E. Calderwood
City Recorder
City Hall
Lakeview, Oregon 97630

Dear Mr. Calderwood:

On May 27, 1971, the State Highway Commission opened bids on the 1971 Special City Allotment project on "J" Street. The apparent low bid was submitted by Babler Brothers, Inc., of Portland.

The anticipated cost of the project is as follows:

Contractor's bid			$19,550.00
Anticipated additional items:			
Flagging (State share)	$200.00		200.00
		Subtotal	19,750.00
Engineering & contingencies, 14%			2,863.75
		Total	$22,613.75

It is anticipated that the contract will be awarded in a few days based on Highway Division approval.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm

Klaboe
bc: L. H. Young
F. D. Morgan
J. F. Putnam

RECEIVED
COUNTY & CITY SECTION

☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ U
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

April 14, 1971

Mr. J. E. Calderwood
City Recorder
City Hall
Lakeview, Oregon 97630

Dear Mr. Calderwood:

Enclosed for your records and information is a xerox copy of the approved base design of the Special City Allotment project on "J" Street.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:[illegible]

Encl.

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 1

Section: "J" Street
Highway: City of Lakeview
County: Lake
Prefix: 319-1477

Res. Engr.
Approx. Length 0.36 mile
Sta. 0+00 to Sta. 19+10
Date 3-31-71

Mean Truck A.D.T. 176
Traffic Coefficient 8.3
18 kip s. a. per day 62.2

Annual Precipitation 18"±
Frost Penetration 32"±
CBE Total Requirement 24.5"

Credit	Actual Thick.	Component
4.0	2.0	A.C. (F.A.)
4.0	2.0	A.C. (I.)
	IN PLACE -Average	
2.0	2.0	Oil Mat
14.0	17.5	Base Material
24.0	23.5	

(1)

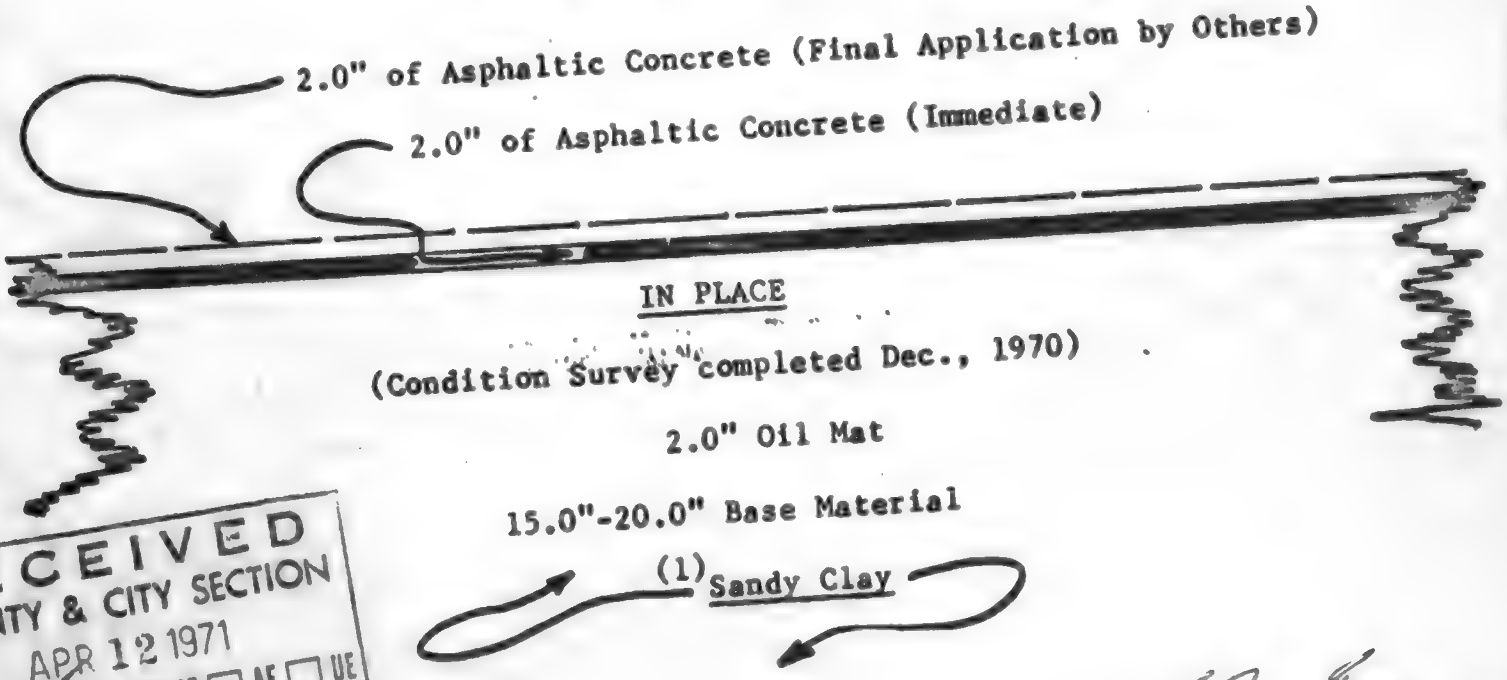
Typical Soil

57	LL
27	PI
83	%P 10
61	%P 200
17	% Gravel
8	% C Sand
14	% F Sand
29	% Silt
32	% Clay
16	R Value
A-7-5	AASHO Classif.

Materials Source:

Commercial Sources are available.

STRUCTURAL SECTION


2.0" of Asphaltic Concrete (Final Application by Others)
2.0" of Asphaltic Concrete (Immediate)
IN PLACE
(Condition Survey completed Dec., 1970)
2.0" Oil Mat
15.0"-20.0" Base Material
(1) Sandy Clay

RECEIVED
COUNTY & CITY SECTION
APR 12 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Submitted by ______ Base Design Engineer
Recommended by ______ Engineer of Materials and Research
Recommended ______ Program and Planning Engineer
Approved by ______ Asst. State Highway Engineer

XXXXXX
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: "J" Street
HIGHWAY: City of Lakeview
COUNTY: Lake

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Aggregate Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness

NONE

"Credits for Existing Materials"

1.0" Oil Mat = 1.0" Crushed Base
1.0" Base Material = 0.8" Crushed Base

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0 " Crushed Base
1.0" Plant Mix Bituminous Base = 1.8 " Crushed Base
1.0" Cement Treated Base = 1.8 " Crushed Base
1.0" Oil Mat = 1.1 " Crushed Base
1.0" Stone Subbase = 0.8 " Crushed Base
1.0" Lime Treated Subgrade = 0.8 " Crushed Base

Above factors apply to materials that comply with Standard Specifications ~~Supplemental~~ [illegible] and Special Provisions.

TRAFFIC ANALYSIS

SECTION: "J" Street
HIGHWAY: City of Lakeview
COUNTY: Lake

2000 Present ADT (1971)
7 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	50	1.5	75	63	450	28,350
3	40	1.5	60	50	1000	50,000
4	0	---	--	--	1250	- - -
5	50	1.5	75	63	3180	200,340
6	0	---	--	--	2570	- - - -
				176 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 278,690
TWENTY YEAR EWL 5,573,800
TRAFFIC COEFFICIENT 8.3

SECTION: "J" Street

HIGHWAY: City of Lakeview

COUNTY: Lake

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: ____

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: ____
7. Stage Construction: ____
8. Depressed, Surface, or Elevated Design: ____
9. Conservation of Aggregates: ____
10. Stimulation of Competition: ____
11. Construction Consideration: ____
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: ____
13. Traffic Safety: ____
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: ____

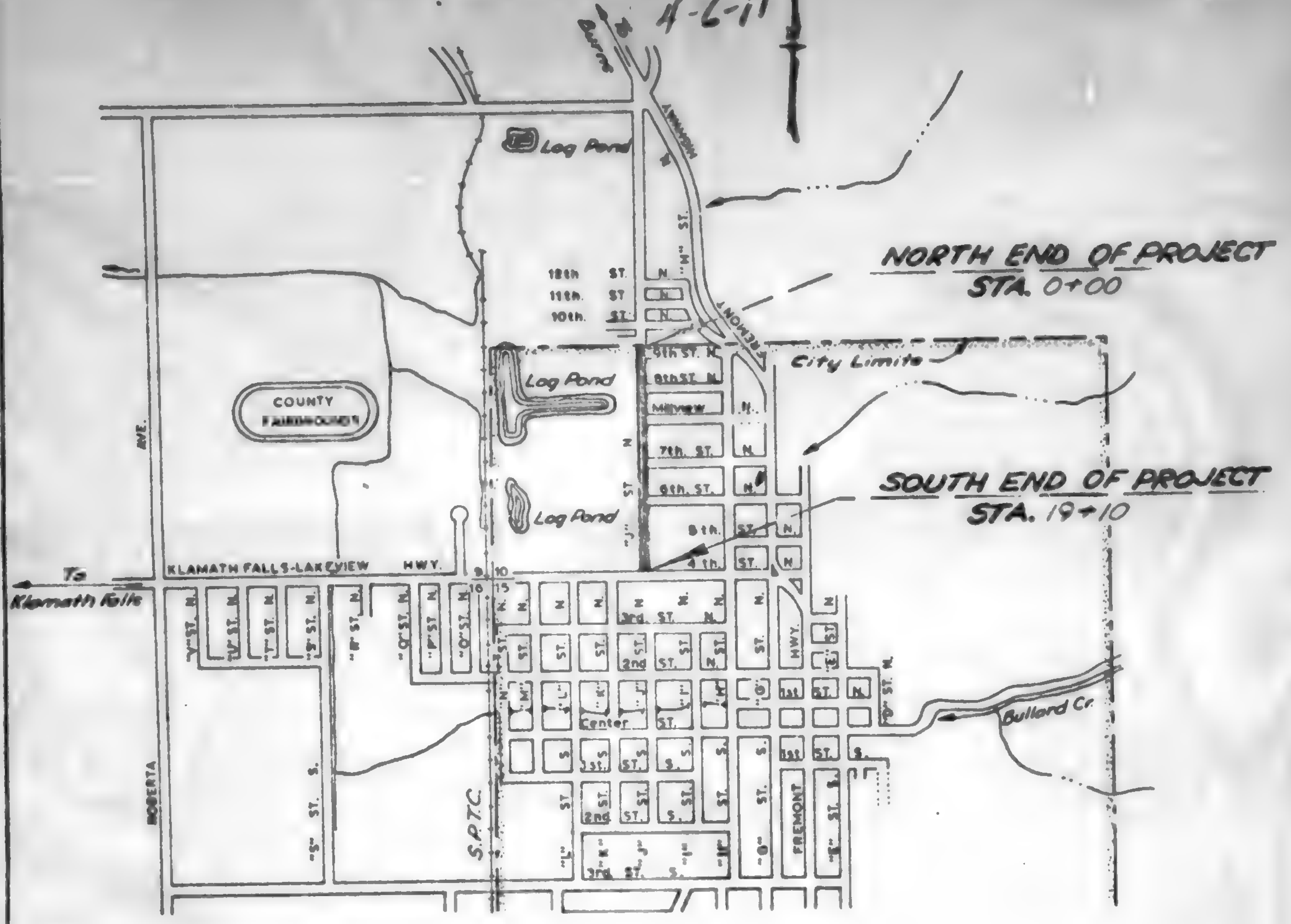
CONCLUSION AND REMARKS:

This page does not apply as the proposed project is to overlay an existing roadway with no new work planned. Asphaltic Concrete is more desirable for this type construction.

To Be Accompanied By Drg. Nos:

LAKEVIEW

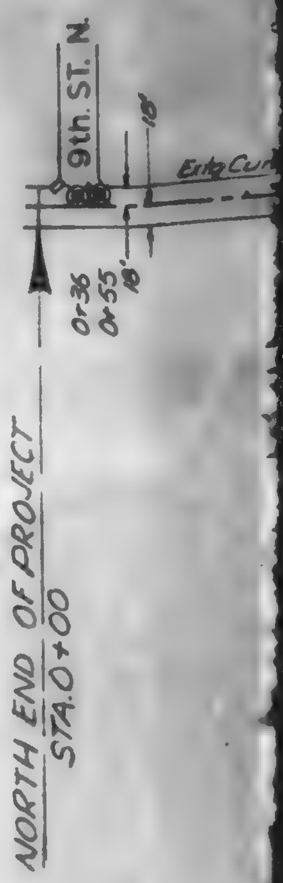
4-6-71



Log Pond
NORTH END OF PROJECT
STA. 0+00
12th ST. N.
11th ST. N.
10th ST. N.
FREMONT
City Limits
COUNTY FAIRGROUNDS
Log Pond
9th ST. N.
8th ST. N.
Hillview
7th ST. N.
6th ST. N.
5th ST. N.
4th ST. N.
SOUTH END OF PROJECT
STA. 19+10
Log Pond
To Klamath Falls
KLAMATH FALLS-LAKEVIEW HWY.
3rd ST. N.
2nd ST. N.
1st ST. N.
Center ST.
1st ST. S.
2nd ST. S.
3rd ST. S.
Bullard Cr.
S.P.T.C.
ROBERTA AVE.
FREMONT
HWY.

Sketch Map

Scale 400 0 400 800 Feet



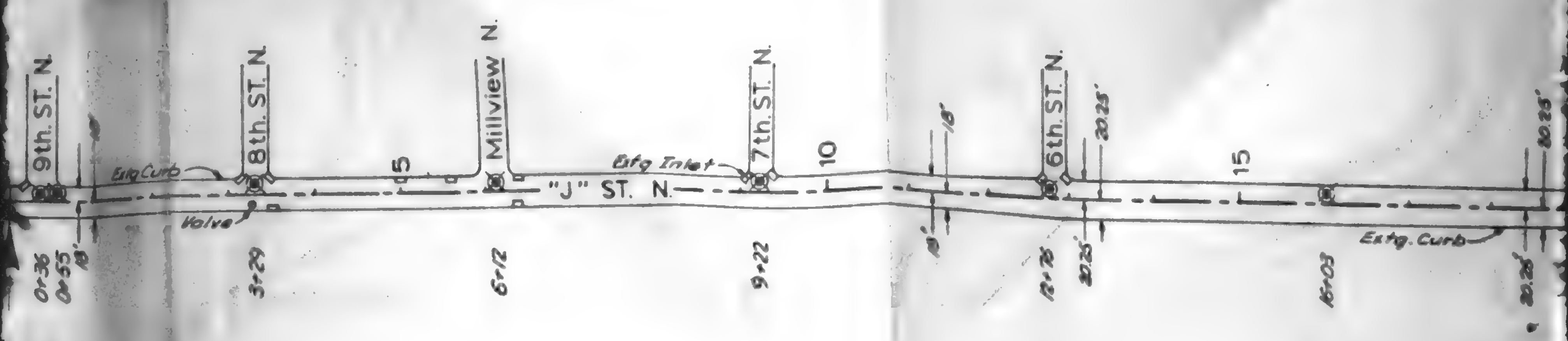
9th. ST. N.
Exis. Curb
0+36
0+55
10'
18'
NORTH END OF PROJECT
STA. 0+00

PRELIMINARY COPY
MAR 3 0 1971
SUBJECT TO CHANGE
FINAL DESIGN UNIT

Overall Length Of Project 0.35 Miles

PRELIMINARY COPY
SUBJECT TO CHANGE

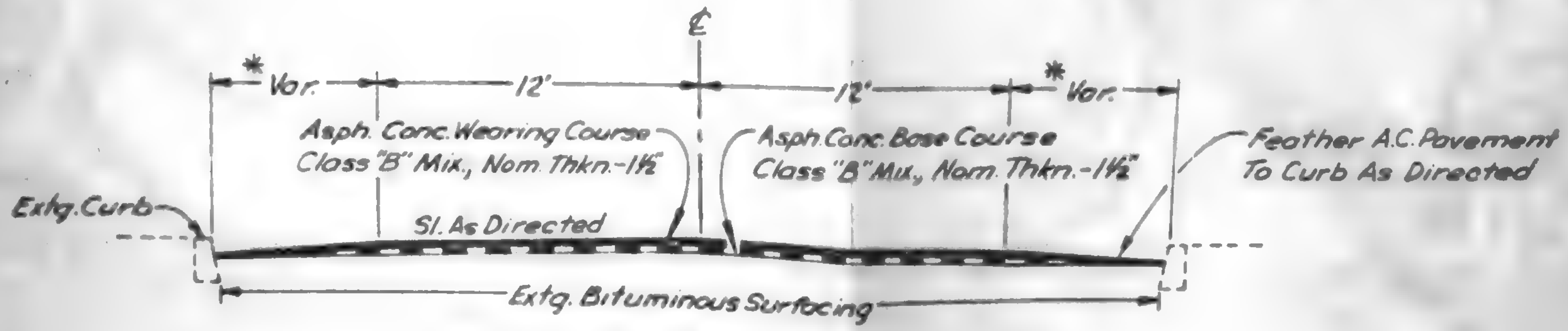
OREGON STATE HIGHWAY DIVISION PAVING **LAKEVIEW ("J" ST. N.) SECTION** CITY STREET LAKE COUNTY			
FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE
8	OREGON	STATE	


9th. ST. N.
8th. ST. N.
Millview N.
7th. ST. N.
6th. ST. N.
Extg. Curb
Extg. Inlet
Valve
"J" ST. N.
5
10
15
18'
20.25'
Extg. Curb
0+36
0+55
3+29
6+12
9+22
12+78
16+03
STA.0+00

Adjust 7 Manholes, Shown Thus ⊠

TYPICAL SECTION

* 6'- Sta. 0+00 To Sta. 11+50
6'-8.25'- 11+50 To 12+93
8.25'- 12+93 To 19+10


℄
* Var.
12'
12'
* Var.
Asph. Conc. Wearing Course Class "B" Mix., Nom. Thkn.-1½"
Asph. Conc. Base Course Class "B" Mix., Nom. Thkn.-1½"
Feather A.C. Pavement To Curb As Directed
Extg. Curb
Sl. As Directed
Extg. Bituminous Surfacing

STA. 0+00 To STA. 19+10
(For Method Of Feathering, See Drg. No. 2050)

RECEIVED
COUNTY & CITY SECTION
APR - 9 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

APPROVED
CITY OF Lakeview, Oregon
BY MAYOR
BY RECORDER J. E. Calderwood
DATE April 6, 1971

RECEIVED
COUNTY & CITY SECTION
MAR 3 0 1971
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

RECEIVED
APR 13 1971

FOR FILING

319-1118
1576

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 1

Section:	"J" Street	Res. Engr.	
Highway:	City of Lakeview	Approx. Length	0.36 mile
County:	Lake	Sta.	0+00 to Sta. 19+10
Prefix:	319-1477	Date	3-31-71

Mean Truck A.D.T.	176	Annual Precipitation	18"±
Traffic Coefficient	8.3	Frost Penetration	32"±
18 kip s. a. per day	62.2	CBE Total Requirement	24.5"

(1)

Typical Soil

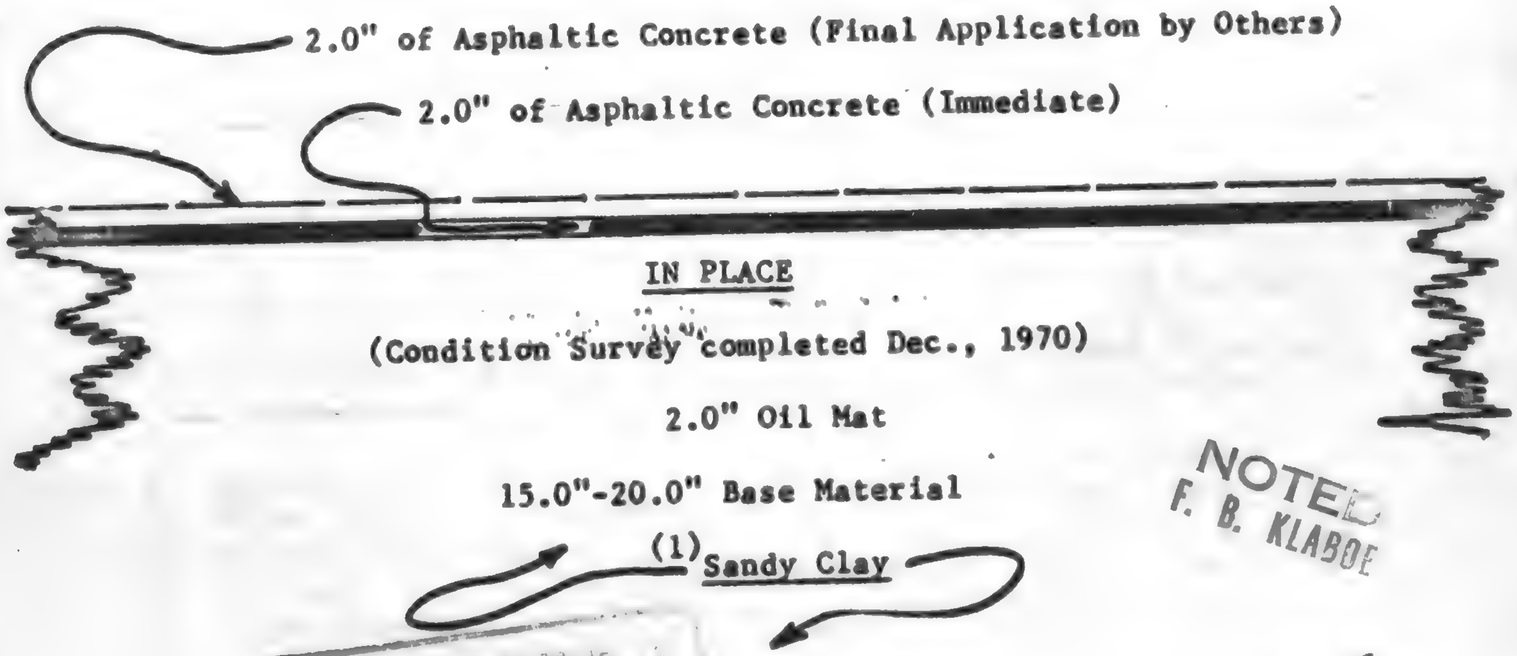
57	LL
27	PI
83	%P 10
61	%P 200
17	% Gravel
8	% C Sand
14	% F Sand
29	% Silt
32	% Clay
16	R Value
A-7-5	AASHO Classif.

Materials Source:

Commercial Sources are available.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
4.0	2.0	A.C. (I.)
	IN PLACE -Average	
2.0	2.0	Oil Mat
14.0	17.5	Base Material
24.0	23.5	

STRUCTURAL SECTION



2.0" of Asphaltic Concrete (Final Application by Others)

2.0" of Asphaltic Concrete (Immediate)

IN PLACE

(Condition Survey completed Dec., 1970)

2.0" Oil Mat

15.0"-20.0" Base Material

(1) Sandy Clay

NOTED
F. B. KLABOE

RECEIVED
APR 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Submitted by Gregg
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Program and Planning Engineer

Approved by
Asst. State Highway Engineer

XXXXXX
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

County-City (2)

SECTION: "J" Street

HIGHWAY: City of Lakeview

COUNTY: Lake

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Aggregate Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness

N O N E

"Credits for Existing Materials"

1.0" Oil Mat = 1.0" Crushed Base

1.0" Base Material = 0.8" Crushed Base

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Above factors apply to materials that comply with Standard Specifications [illegible] and Special Provisions.

TRAFFIC ANALYSIS

SECTION: "J" Street

HIGHWAY: City of Lakeview

COUNTY: Lake

2000 Present ADT (1971)

7 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	50	1.5	75	63	450	28,350
3	40	1.5	60	50	1000	50,000
4	0	---	--	--	1250	- - -
5	50	1.5	75	63	3180	200,340
6	0	---	--	--	2570	- - - -
				176 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 278,690

TWENTY YEAR EWL 5,573,800

TRAFFIC COEFFICIENT 8.3

SECTION: "J" Street

HIGHWAY: City of Lakeview

COUNTY: Lake

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: ____

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: ____
7. Stage Construction: ____
8. Depressed, Surface, or Elevated Design: ____
9. Conservation of Aggregates: ____
10. Stimulation of Competition: ____
11. Construction Consideration: ____
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: ____
13. Traffic Safety: ____
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: ____

CONCLUSION AND REMARKS:

This page does not apply as the proposed project is to overlay an existing roadway with no new work planned. Asphaltic Concrete is more desirable for this type construction.

RECEIVED

FOR FILING

319-1708
7576

May 27, 1971

Mr. J. E. Calderwood
City Recorder
City Hall
Lakeview, Oregon 97630

Dear Mr. Calderwood:

On May 27, 1971, the State Highway Commission opened bids on the 1971 Special City Allotment project on "J" Street. The apparent low bid was submitted by Babler Brothers, Inc., of Portland.

The anticipated cost of the project is as follows:

Contractor's bid		$19,550.00
Anticipated additional items:		
Flagging (State share) $200.00		200.00
	Subtotal	19,750.00
Engineering & contingencies, 14½%		2,863.75
	Total	$22,613.75

It is anticipated that the contract will be awarded in a few days based on Highway Division approval.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm

Klaboe
bc: ~~E. H. Young~~
F. D. Morgan
J. F. Putnam

☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

Salem, Oregon
March 8, 1971

Lakeview (J Street) Section
City Street (SCA)
Lake County

Mr. Frank Hall
Design Engineer
BUILDING

The survey data on the subject section has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

Oscar H Norberg
Oscar H. Norberg
Cities Engineer
County & City Section

OHN:mm

Encl.

Copy to Carstensen for info.

1971 Fund

SCA

RECEIVED
COUNTY & CITY SECTION
FEB 19 1971
☑ ENGR. ☑ COOR. ☐ GE ☒ AE ☑
☒ UPE ☑ CE ☑ RE ☐ RPE ☐

PROJECT DATA, CITY OF Lakeview Date February 17, 1971

To be financed by Special City Allotment Fund and necessary city funds.

Street name "J" Street North
(Locate project on attached map.)

Project length 1,900 Ft.

DESIRED STREET SECTION:

Standard roadway; width of travel way: ______ feet, width of shoulders: _____ feet

Curbed section; width curb to curb: 36' feet & 40'

Remarks 655' is 40' wide, 100' tapers from ~~36'~~ 40' to 36'. 1,145' is 36'

Surface now in place: Oil ____ Paving x Gravel ____

Present surface width: ______ feet 36' & 40'

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: ______ feet see above

Additional right-of-way required? Yes ____ No x

State to furnish right-of-way descriptions? Yes ____ No x

Give width of intersecting streets: 28' & 36'

Are intersecting streets curbed? Yes x No ____

Remarks ______

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes x No ____

Width between present curbs: ______ feet see above

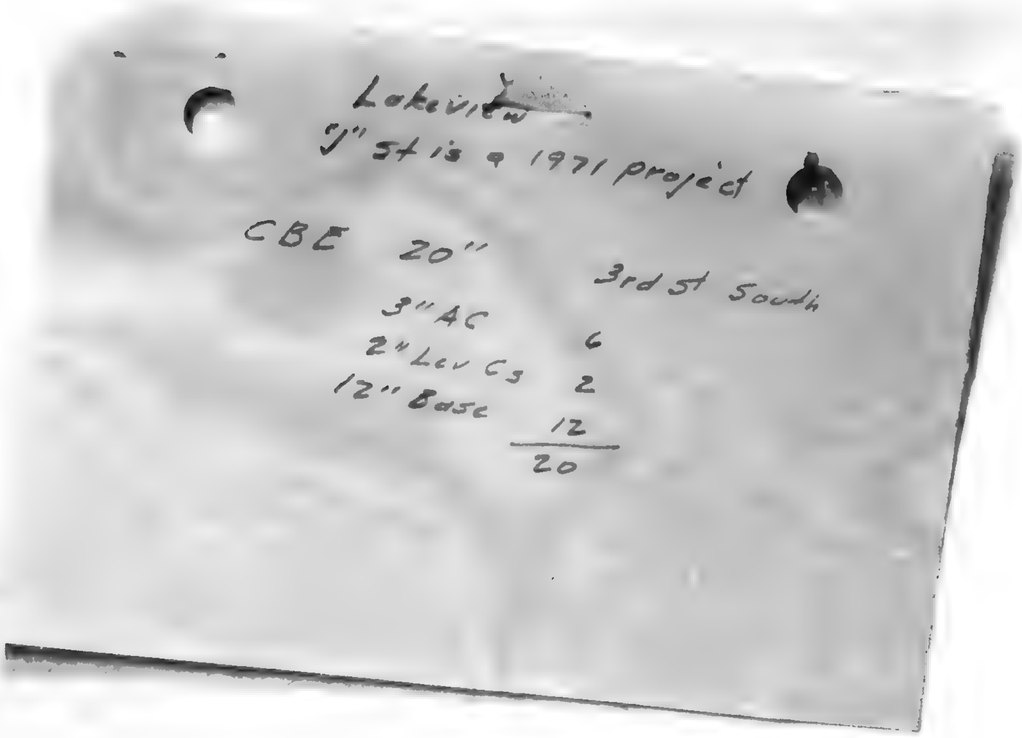
City to construct curbs? Yes ____ No x

To be constructed as part of project? Yes ____ No x

Length of desired radius on curb returns: ______ feet

Does city desire special type of curbs? Yes ____ No ____

Explain: ______



Lakeview

"J" St is a 1971 project

CBE 20"

3rd St South

3" AC	6
2" Lev Cs	2
12" Base	12
	20

1971 Fund

SCA

RECEIVE
COUNTY & CITY SECTION
FEB 19 1971
☑ ENGR. ☑ COOR. ☐ GE ☒ AE ☑
☒ HPE ☑ CE ☒ RE ☐ RPE ☐

PROJECT DATA, CITY OF Lakevi   Date February 17, 1971

To be financed by Special City Allotment Fund and necessary city funds.

Street name "J" Street North
(Locate project on attached map.)

Project length 1,900 Ft.

DESIRED STREET SECTION:

Standard roadway; width of travel way: ______ feet, width of shoulders: _____ feet

No

Curbed section; width curb to curb: 36' feet & 40'

Remarks 655' is 40' wide, 100' tapers from ~~36'~~ 40' to 36'. 1,145' is 36'

Surface now in place: Oil ____ Paving x Gravel ____

Present surface width: _____ feet 36' & 40'

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: ______ feet see above

Additional right-of-way required? Yes ___ No x

State to furnish right-of-way descriptions? Yes ___ No x

Give width of intersecting streets: 28' & 36'

Are intersecting streets curbed? Yes x No ___

Remarks ____________________

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes x No ___

Width between present curbs: ______ feet see above

City to construct curbs? Yes ___ No x

To be constructed as part of project? Yes ___ No x

Length of desired radius on curb returns: ________ feet

Does city desire special type of curbs? Yes ___ No ___

Explain: ____________________

SIDEWALKS (All new sidewalks to be constructed at City's expense.) - - - - - -

Are sidewalks now in place? Yes x No___

Present sidewalks, Length: _______feet; Width: _______feet

Distance between present sidewalks: _______feet

Are sidewalks to be constructed as part of project? Yes___ No___

Width of sidewalks to be constructed: _______feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

_______feet N.___ S.___ E.___ W.___

_______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: _______feet

Remarks____

____

STORM SEWERS -

Now in place? Yes x No___

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: _______feet

To be constructed by City? Yes___ No___

To be constructed as part of project? Yes___ No___

[Show location of outfall on city map.]

SANITARY SEWERS -

Now in place? Yes x No___ [NOTE: City to adjust if required.]

If yes, indicate depth of sewers from present surface: _______feet

Remarks____

____

____

WATER MAINS: (City to adjust if required.)

Now in place? Yes x No ___

If yes, how deep from present surface? ________ feet

Remarks ______________________________

____

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No x

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? ____________

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No ___ (If yes, please include copy of ordinance.)

Remarks ______________________________

____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No ___

Electric poles? Yes ___ No ___

Which company? ____________________
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No ___

Which company? ____________________

Railroad tracks? Yes ___ No ___

Which company? ____________________

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks ______________________________

____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading?	Yes ___	No _x_
Clearing?	Yes ___	No _x_
Base rock?	Yes ___	No _x_
Concrete curbs?	Yes ___	No _x_
Driveways?	Yes ___	No _x_

Remarks ______________________________

GENERAL INFORMATION:

Are city finances available? Yes _x_ No ___

When available? Date ______________

Has city established grade on street? Yes ___ No ___
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: ______________

General remarks: ______________________________

By ______________
Mayor

By J E Calderwood
City Recorder or City Manager

By ______________
City Engineer

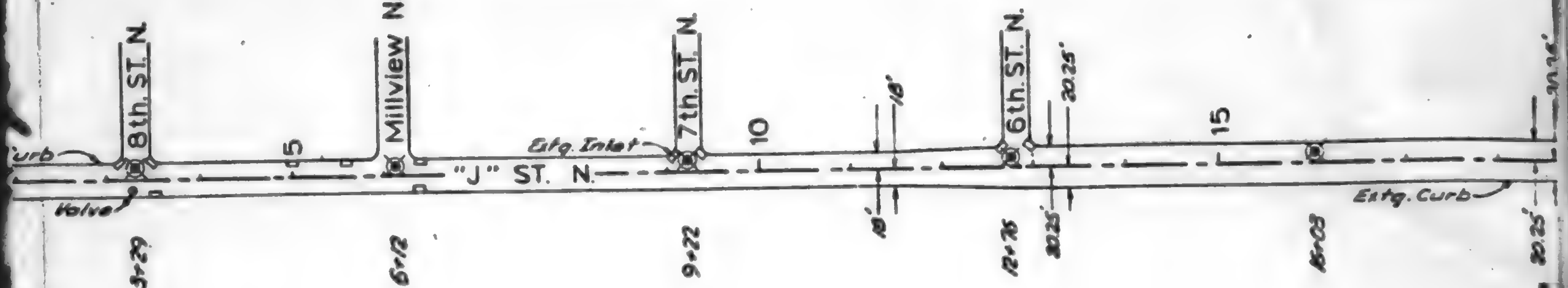
PRELIMINARY COPY
MAR 30 1971
SUBJECT TO CHANGE
FINAL DESIGN UNIT

Length Of Project .36 Miles

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON STATE HIGHWAY DIVISION
PAVING
LAKEVIEW ("J" ST. N.) SECTION
CITY STREET
LAKE COUNTY

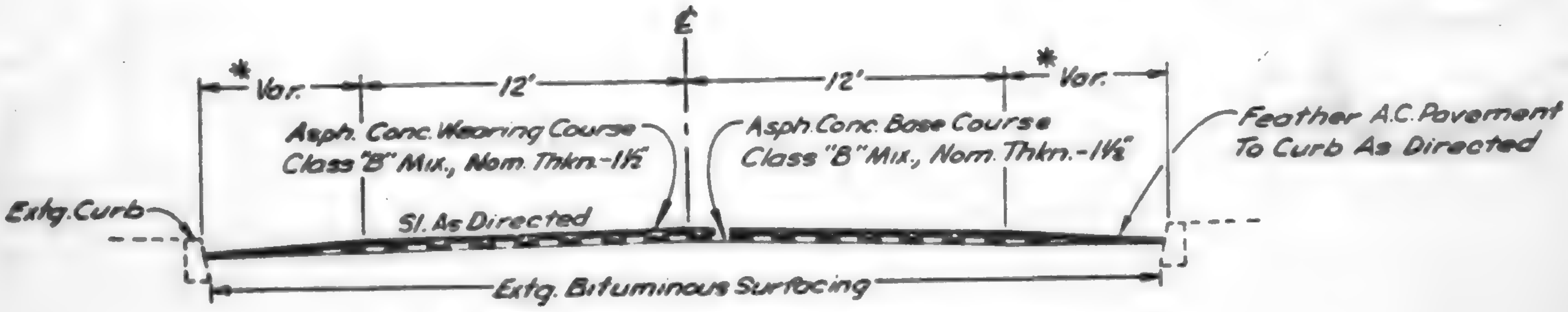
FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE
8	OREGON	STATE	


8th. ST. N.
Millview N.
7th. ST. N.
6th. ST. N.
Curb
Valve
5
10
15
"J" ST. N.
Extg. Inlet
Extg. Curb
18'
18'
20.25'
20.25'
20.25'
20.25'
3+29
6+12
9+22
12+76
16+08

Adjust 7 Manholes, Shown Thus ⊠

TYPICAL SECTION

* 6' - Sta. 0+00 To Sta. 11+50
6'-8.25' - 11+50 To 12+93
8.25' - 12+93 To 19+10


℄
*Var.
12'
12'
*Var.
Asph. Conc. Wearing Course Class "B" Mix., Nom. Thkn. - 1½"
Asph. Conc. Base Course Class "B" Mix., Nom. Thkn. - 1½"
Feather A.C. Pavement To Curb As Directed
Extg. Curb
Sl. As Directed
Extg. Bituminous Surfacing

STA. 0+00 To STA. 19+10
(For Method Of Feathering, See Drg. No. 2050)

RECEIVED
COUNTY & CITY SECTION
APR - 9 1971
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

APPROVED
CITY OF Lakeview, Oregon
BY MAYOR
BY RECORDER J E Calderwood
DATE April 6, 1971

RECEIVED
COUNTY & CITY SECTION
MAR 30 1971
☑ ENGR. ☑ COOR. ☐ [illegible] ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Lakeview ("J" St. N.) Section

NO.	ITEM AND QUANTITY		UNIT	UNIT PRICE	AMOUNT
101	CLASS B OR CLASS C ASPHALT CONC	1,250.000	TONS	15.0000	18,750.00
102	ADJUSTING MANHOLES	8.000	ONLY	100.0000	800.00
			Total amount of contract		19,550.00

BABLER BROS INC
PORTLAND 2

RECEIVED
FEB 18 1971
FOR FILING

19-1708
7576

February 11, 1971

MISC. CONTRACTS and
AGREEMENTS No. 4450

City of Lakeview
City Hall
Lakeview, Oregon 97630

Attention: J. E. Calderwood
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of "J" Street from 4th to 9th Streets in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
February 8, 1971

SUBJECT: Finance-Construction Agreement
"J" Street, Special City Allotment
City of Lakeview

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached for your signature of approval and the Highway Commission Secretary's certification are three copies of the subject agreement.

Project approval was received at the 11/24/70 Highway Commission meeting.

D. N. Harwell
D. N. Harwell
Coordinating Engineer
County and City Section

DNH:ljt
Att.

Fran
please distribute
FK

RECEIVED
FEB 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*32479-734

☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☒ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

January 26, 1971

Mr. J. E. Calderwood
Recorder
City Hall
Lakeview, Oregon 97630

Dear Mr. Calderwood:

Enclosed are three copies of an agreement covering the 1971 Special City Allotment project on "J" Street.

Please have the Council consider the contents of the agreement and if they approve, have the Council adopt a resolution similar to the enclosed sample, authorizing the Mayor and yourself to sign the agreement. Return all three signed copies of the agreement accompanied by three signed copies of the resolution to this office. After certification by the Highway Commission Secretary, a fully executed copy will be returned for the City's records.

Your earliest consideration of this matter would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By Oscar H. Norberg
Oscar H. Norberg
Cities Engineer

OHN:ljt

Encl.

RECEIVED
JAN 7 1971

FOR FILES
319-1708
75[illegible]

NOTED
R. L. PORTER

PREFIX NO. 319-1477

1-5-71

LOCATION PROSPECTUS
LAKEVIEW ("J" STREET) SECTION
CITY STREET, LAKE COUNTY

HIGHWAY:	"J" Street. City Street. Not on State or Federal-aid System.
TERMINI:	The north end of the project is at the north side of 9th Street on "J" Street. The south end of the project is at the north side of 4th Street on "J" Street.
LENGTH:	0.36 mile.
PROGRAM:	1971 Special City Allotment Project.
NARRATIVE:	To prepare plans, specifications and estimates for an overlay. Reconnaissance was made June 15, 1970. Soils investigations are not required. No special drainage problems exist. An economic analysis is not required. Construction of this project to be accomplished in coordination with other paving work in the area.
TYPICAL SECTION:	Variable 36 to 40-1/2 feet between existing curbs.
BASE DESIGN:	3-inch Class "B" A.C.
MATERIAL:	To be determined.
ADD'L FACILITIES:	No airports, rivers, railroads or parks affected.
AGREEMENTS:	Routine City Agreement for Special City Allotment Project.

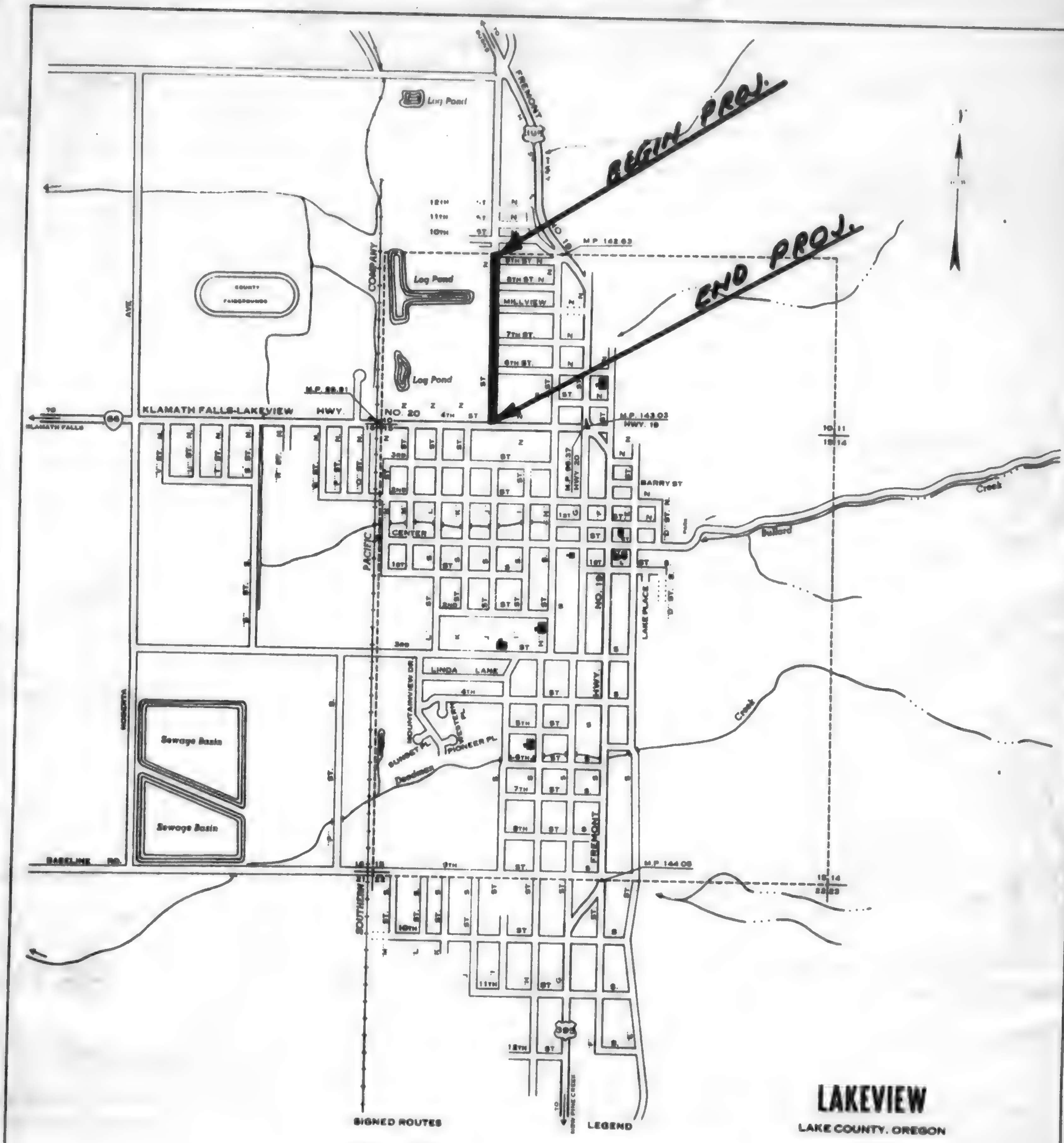
Attachment
January 5, 1971

R. L. Porter

cc: J. F. Putnam (3)
F. B. Klaboe
E. S. Hunter
R. N. Bothman
F. L. Hall
D. H. Moehring (3)
L. H. Young
R. N. Chase
B. L. Gifford
V. J. Johnson
R. E. Olson
Robert Royer
W. H. Tebeau
G. C. Wills
A. E. Johnson
V. D. Wolfe
F. B. Crandall
Ivan Merchant (4)
F. D. Morgan
J. M. Cartwright (2)
H. S. Cox (2)
W. N. Hackleman
A. D. Olson
Jack Rowland
C. G. Swenson
F. E. Terpin
F. W. Yarbrough (2)

NOTED
TOM EDWARDS

RECEIVED
JAN 6 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER


BEGIN PROJ.

END PROJ.

Log Pond
FREMONT
12TH
11TH
10TH
M.P. 142.63
9TH ST N
8TH ST N
HILLVIEW
7TH ST
6TH ST
COUNTY FAIRGROUNDS
COMPANY
AVE
Log Pond
Log Pond
M.P. 99.91
KLAMATH FALLS-LAKEVIEW HWY. NO. 20
4TH ST
TO KLAMATH FALLS
M.P. 143.03
HWY. 19
M.P. 99.37
HWY 20
10 11
15 14
BARRY ST
CENTER
PACIFIC
Bullard
Creek
NO. 19
LAKE PLACE
LINDA LANE
MOUNTAINVIEW DR.
SUNSET PL.
PIONEER PL.
Deadman
Creek
Sewage Basin
Sewage Basin
BASELINE RD.
9TH
M.P. 144.03
FREMONT
HWY
SOUTHERN
10TH
11TH
12TH
15 14
22 23
TO NEW PINE CREEK
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits

LAKEVIEW

LAKE COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U S DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

Population 3,210

Scale in Feet

Revised April 1965

FED. - AID ....

T-30--5M- 8-58

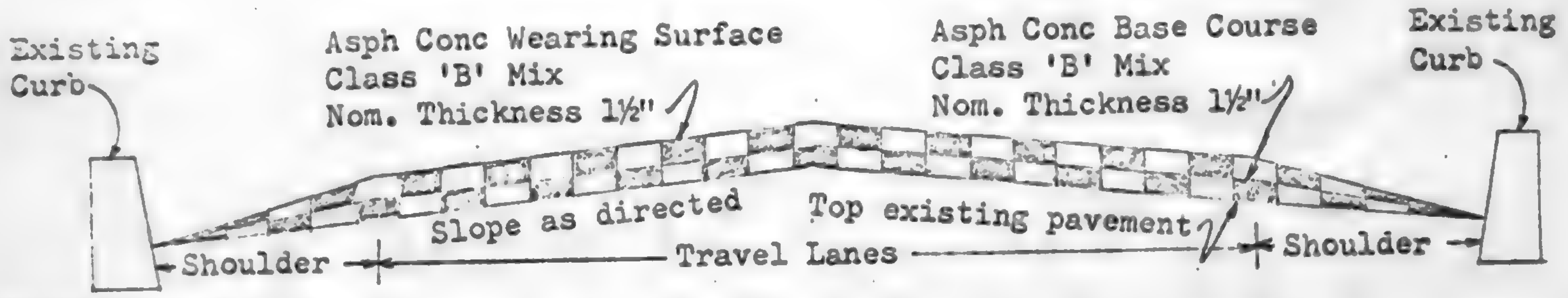
REGON STATE HIGHWAY DEPARTMEN

AUTHORITY FOR SURVEY

Section LAKEVIEW (J-Street)
Date December 22, 1970, 19
Highway ~~Town of Lakeview~~ CITY ST.
Authorization No. 1
County Lake
Survey Prefix 319-1477 (Assigned by Salem office)

Description of termini, route, length, etc.:

The north end of the project is at the north side of 9th street on J street.
The south end of the project is at the north side of 4th street on J street.
The overall length of the project is 0.36 miles.


Existing Curb
Asph Conc Wearing Surface
Class 'B' Mix
Nom. Thickness 1½"
Asph Conc Base Course
Class 'B' Mix
Nom. Thickness 1½"
Existing Curb
Slope as directed
Top existing pavement
Shoulder
Travel Lanes
Shoulder

Purpose of survey:

Survey street and work up costs for paving a three (3) inch overlay and the adjustment of existing manholes.

RECEIVED
COUNTY & CITY SECTION
JAN 27 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☒ UE
☐ HPE [✓ ☐ CE] ☐ RE ☐ RPE ☐

Estimate of cost:

Field survey:	901	$525.00
Final Design	905	300.00
Specifications	921	150.00

Total estimated cost of survey	$ 975.
Previous authorization	0
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
W. W. Robertson
Field Engineer

Recommended for Approval:
J. F. Pattman
Division Engineer

Recommended for Approval:
Design ~~Construction~~ XXXXX Engineer

Approved:
Ass't State Highway Engineer

State Printing 14020

PROGRAM & PLAN. DIV.
P. E. APPR.
FED. - AID

BEN GIFFORD

☐ MGR. ☑ COOR. ☐ CE ☒ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

December 8, 1970

Mr. J. E. Calderwood
City Recorder
City Hall
Lakeview, Oregon 97630

Dear Mr. Calderwood:

On November 24, the Highway Commission approved the City's Special City Allotment project on J Street.

We hope to get a favorable bid on an asphaltic concrete overlay while the job can be coordinated with the project on the Crane Creek Road-Cogswell Creek Section of the Fremont Highway.

The Highway Division will contact the City regarding the job.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm

rca-71

Telephone (503) 947-5629

Town of Lakeview
525 FIRST ST. NORTH
LAKEVIEW, OREGON 97630

September 2, 1970

Mr. Oscar H. Norberg
Cities Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Norberg:

I have your letter of August 27, 1970 in which you state that the Highway Commission will consider our "J" Street project for 1971 or later.

This was discussed by the council and they wish to assure you of their willingness to participate in this project and that they will be able to pay the cost in excess of $25,000.00 providing an unforseen emergency does not occur.

Very truly yours
J. E. Calderwood
J. E. Calderwood
Recorder

RECEIVED
COUNTY & CITY SECTION
SEP - 4 1970
☐ ENGR. ☑ COOR. ☐ JE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

August 27, 1970

RECEIVED
COUNTY & CITY SECTION
AUG 27 1970
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Mr. J. E. Calderwood
City Recorder
525 First Street North
Lakeview, Oregon 97630

Dear Mr. Calderwood:

It is planned to submit your proposed project on "J" Street to the Highway Commission for consideration of construction (1971) under the Special City Allotment Act (ORS 366.805). The intent would be to let the contract at a time when a paving plant will be operating in the area. The Allotment could be granted for the 1971 program and could be held for a contract in a subsequent year to coordinate the project with other work in the area at such opportune time.

Your proposed project, based upon a reconnaissance investigation is roughly estimated to cost $25,000 for a three-inch asphaltic concrete overlay.

Should the Highway Commission look with favor on your project, would the City of Lakeview be willing and able to pay all costs of the project in excess of $25,000, if such costs there be?

Early receipt of a letter stating Lakeview's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By:
Oscar H. Norberg
Cities Engineer

OHN:lat

Crane Creek Rd - Cogswell Creek Section of
Fremont Hwy 395 (South of Lakeview)
State Bond (71) program

S.C.A. Investigation Data

City of *Lakeview* Date *6/15/70* Div. *D*

Population: 19*65* *3210* 19*70* *3150*

Street *"J" Street from 9th to 4th*

No. previous projects *4*

Last project *1962* (year)

Total SCA funds $ *40,218*

Funds/capita $ *12.77*

Average/capita $ *17.87*

EXISTING

Surface now in place: A.C. ____ Oil ____ Gravel ____ Concrete ________

Shoulder-shoulder width: ________ feet

Surface width: ________ feet, R/W width: ________ feet

C-C width: ________ feet,

Remarks: *The existing pavement shows wear but is unbroken. There is [illegible] traffic bypassing the main [illegible]*

PROPOSED

Surfacing: A.C. ____ Oil ____ Other ________

Shoulder width ____ feet, C-C width: ____ feet

Pave. width: ____ feet, Leveling ____ inches, Base ____ inches

BASE DESIGN: A.C. ____ inches, Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches

Length: ______ mile, ______ feet. Type curb: ________

Remarks: *This job should be [illegible] to be let on short notice when there is a paving plant in the area. It can [illegible] over after being allotted to await contracting when plant is in the area.*

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff.	all	all	$ L.S.	$
($500-$1,000)	all	all	L.S.	
Clearing & grubbing	c.y.			
General excavation	mile			
Finishing roadbed & slopes ($1,500)	c.y.			
Trench excavation	M-gal.			
Watering	c.y.			
Level material (3/4-0)	c.y.			
Base material	ton	*1300*	*15.00*	*19,500*
* Asphalt *Ave. 3" thickness*	all	all	L.S.	
Binder	each			
Concrete inlets	lin. ft.			
Culvert pipe	c.y.			
Concrete curbs				
Tack Coat	*Tons*	*2*	*100.00*	*200*
Adjust Manholes	*Each*	*6*	*100.00*	*600*

*Items include 10% allowance

** Depending on location of plant*

Total	$ *20,300*
Perm. signing ($100/intersection)	*200*
Flagging	*200*
Total	$ *20,700*
Engineering & contingencies (20%)	*4140*
Total	$ *24,840*
City's estimated share of survey	
TOTAL ESTIMATED COST	$

Say $25,000

"J" St. betw
Lakeview
June 15, 1970

I saw [illegible] City Recorder Lakeview I showed him the ~~1969~~ 1970 estimate I made last year for $34,000. he said they didn't have the extra $9,000 for this year — not knowing that my errand was for 1971. He said that there were crushers operating some miles South in a few sources. I told him that a job could be approved for one year and then wait until a paving plant would be in the area.

NOTED
H. S. COX

April 17, 1970

Town of Lakeview
525 First Street North
Lakeview, Oregon 97630

Gentlemen:

This is to acknowledge receipt of a resolution adopted by the City of LAKEVIEW requesting aid from the annual $25,000 Special City Allotment fund.

Enclosed are two sets of project data sheets which are to be filled out for the requested street improvement. Please make appropriate entries on both sets, retain one set for your records, and forward one set to this office. Expeditious handling of this matter will be appreciated.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1971 program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
H. S. Cox
County and City Engineer

OHN:ljt
Encl: SCA Project Data Form

NOTED
P. B. Arensmeier

Noted
Oscar H. Norberg

NOTED
DON HARWELL

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Lakeview is an incorporated city of the State of Oregon and has a population of 3,150 as given by the latest official census; and

WHEREAS, the following streets of said city, J Street North from North 4th Street to North 9th Street.

RECEIVED
APR 17 1970
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

cc-50, 1959 Rev.)

4. That the City of Lakeview does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate J. E. Calderwood as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 3, day of March, 1970.

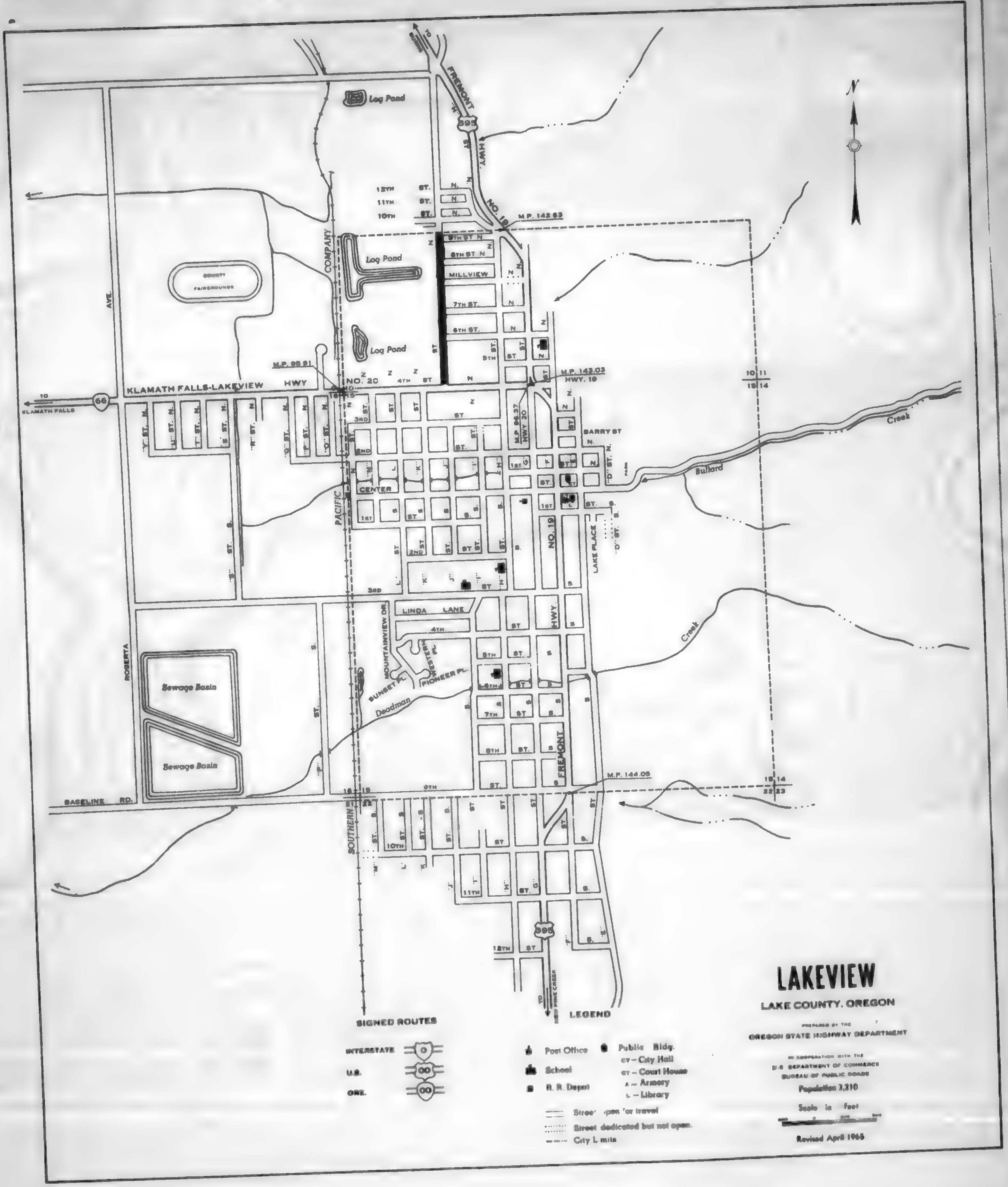
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Lakeview at a regular or special meeting of said Council, held on the 3 day of March, 1970, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 16 day of April, 1970.

J. E. Calderwood
City Recorder


Log Pond
Log Pond
Log Pond
County Fairgrounds
FREMONT HWY. NO. 19
395
M.P. 142.83
12TH ST. N
11TH ST. N
10TH ST. N
9TH ST. N
8TH ST. N
MILLVIEW
7TH ST.
6TH ST.
5TH ST.
4TH ST.
M.P. 95.91
M.P. 142.03
HWY. 19
M.P. 96.37 HWY 20
TO KLAMATH FALLS
66
KLAMATH FALLS-LAKEVIEW HWY NO. 20
COMPANY
PACIFIC
SOUTHERN
ROBERTA AVE.
BARRY ST
CENTER
LAKE PLACE
Bullard Creek
Creek
LINDA LANE
MOUNTAINVIEW DR.
WESTERN PL.
SUNSET PL.
PIONEER PL.
Deadman
Sewage Basin
Sewage Basin
BASELINE RD.
FREMONT
M.P. 144.05
9TH ST.
10TH ST.
11TH ST.
12TH ST.
TO NEW PINE CREEK
N

LAKEVIEW

LAKE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 3,310

Scale in Feet

Revised April 1965

SIGNED ROUTES

INTERSTATE	0
U.S.	00
ORE.	00

LEGEND

▲	Post Office
■	School
■	R. R. Depot
●	Public Bldg.
	CY – City Hall
	CT – Court House
	A – Armory
	L – Library
═	Street open for travel
┈	Street dedicated but not open.
— - —	City Limits

December 30, 1969

Mr. J. E. Calderwood
City Recorder
525 First Street North
Lakeview, Oregon 97630

Dear Mr. Calderwood:

On December 23, 1969 the State Highway Commission took under consideration the City's request for improvement of "J" Street, as provided for by ORS 366.805.

Due to the absence of any major construction in your area at this time with which your project could be coordinated, the Commission declined to approve your request for a 1970 project.

There is a possibility of other major construction in your area, so feel free to reapply for this project or any other project which you feel will qualify.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
H. S. Cox
County and City Engineer

OHM:ljt

7577 Siletz R. (Kernville) Br. Sec. of 1973
Oregon Coast Hwy.
(Grad., pav., struct., & sign.) #3

7377

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

CC:
OSHD (E S Hunter)
Wash. D. C. (HHO-32)

FINAL ACCEPTANCE REPORT

10-28-76

REGION NO. 10	REPORT NO. 20	COUNTY Lincoln	DIVISION Oregon
DATE OF REPORT 10-28-76	REPORT MADE BY P. V. Riedl, Area Engineer		PROJECT NO. F-RF-110(9)
COMPLETION DATE 3-4-75	ACCEPTANCE DATE BY CONTRACT AGENCY 2-10-76	TIME ELAPSED 100 %	CONTRACT TIME A-575 Cal. days B-640 cal. days
APPROVED EXTENSIONS See below	LOCATION U.S. Highway 101 across the Siletz River at Kernville.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

COPY SENT

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOV 0 9 1976
NOTED
E. S. HUNTER
Washington

SILETZ RIVER (KERNVILLE BRIDGE SECTION)
OREGON COAST HIGHWAY
Grading, Paving, Structures & Signing

The project provided for the realignment of over half mile of U.S. 101, upgrading to four lanes and replacement of the old through truss crossing of the Siletz River.

The contract was set up to provide 575 calendar workdays to complete the project and an additional 65 calendar days to remove the old truss crossing the river.

The contract time overran 202 calendar days. Two extension of time approvals were given, one for 158 days and one for 44 days which cover all the liquidated damage charges.

The final contract amount is $4,184,000 which is an approximately 4.9% underrun.

Information on the overruns and underruns are on file in the Division Office.

RECEIVED
STATE HWY ENGR
NOV 10 '76
REFER TO Kessey
FOR

cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. V. RIEDL P. V. RIEDL		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. HOSSNER	
TITLE Area Engineer	DATE 10-29-76	TITLE District Engineer	DATE 11-1-76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

7577 STATE COPY

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

To be completed by Washington Headquarters Personnel 2 4 5 8 9 12 13 15 16 18 19 22 23 24 25 27 28 30 31 33

CARD A

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE: Oregon

COUNTY: Lincoln

FEDERAL PROJECT NO.: F-RF-110(9)

URBAN ☐ RURAL ☒

DATE STARTED: July 12, 1971

DATE COMPLETED: March 4, 1975

TOTAL NO. BRIDGES: 1

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		6201	X081
20	FINAL CONSTRUCTION COST	DOL:	2,215,281	2,172,099
21	LENGTH OF PROJECT	MILES	.512	.174

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
	30	LABOR	TOTAL MAN HOURS 123,[illegible]65	GROSS EARNINGS 1,052,492	
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	349,273	269,648
	9	PETROLEUM PRODUCTS	GAL.	220,522	850
	1	CEMENT	BBL.		514
CARD C	2	AGGREGATES PURCHASED	TON	58,983	
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD BD. FT.		180
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		2,236,810
	8	STRUCTURAL STEEL	LB.		32,740
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.		9,828
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	10,646	
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		45,000
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	4,028	
	19	BRIDGE RAIL	LIN. FT.		1,860
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	15,399	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		8,000

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		8	559
		12	96
		18	88
		24	188
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel 48 52 53 61 62 70

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

7577

October 11, 1976

Federal-aid Project
No. F-RF-110(9)

TO G. L. Green, Division Admin.
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7577 Work Completed March 4, 1975

Project Siletz River (Kernville) Bridge

Highway Oregon Coast

County Lincoln

Acceptance: Transportation Commission February 10, 1976

Federal Highway Administration March 4, 1975

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Overruns and Underruns
Progress Estimate and Cost Report, E-498

DC:re

cc: Richard Hacek
R. D. Church

577

15

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
8-53

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-9-76

Form Approved; O M B No. 04-R2089

State
Oregon

County
Lincoln

Project Number
F-RF-110(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 11, 19 71, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,879,659 1,157,821 RF	$ 4,902,603 1,175,171 RF
Federal funds	$ 1,943,079 F	$ 1,943,079 F
Other revisions		

This modification is made for the following reasons:

To include additional approved items

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of August, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for:
G.L. Green

GPO 895-813

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, July 29, 1976

Federal Aid Project
No. F-RF-110(9)

SILETZ RIVER (KERNVILLE) BRIDGE SECTION
OREGON COAST HWY IN LINCOLN COUNTY

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 128+10.84 to Sta. 164+32.74)

Subtotal on Previous Estimate of June 9, 1971		$2,265,505.00
Additional Approved Items		
EWO 10 Slide Correction	All Required	$ 3,875.55
SFO 4 Temporary Striping	All Required	1,125.36
SFO 5 Permanent Striping	All Required	1,000.32
SFO 9 Horizontal Drains	All Required	8,400.00
	Increase	$ 14,401.23
	Subtotal	$2,279,906.23
	Engineering	235,093.77
	Subtotal	$2,515,000.00
Credit for Water Main Installation		(30,000.00)
	Total	$2,485,000.00

Type Code X081
Siletz River Bridge (#9906)(Sta. 141+35 to Sta. 150+55)

Total Same as Previous Estimate of June 9, 1971 $2,417,603.00

Length of Grade & Pave - - - - - - - - 0.512 mile
Length of Structure- - - - - - - - - - 0.174 mile
Total 0.686 mile

Cost of Roadway Per Mile - - - - - - - $4,853,515.58

SUMMARY

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,485,000.00	$1,581,950.00	$ 903,050.00
Structure	2,417,603.00	1,536,300.00	881,303.00
Total	$4,902,603.00	$3,118,250.00	$1,784,353.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Rural Primary	$1,850,326.00	$1,175,171.00	$ 675,155.00
Primary	3,052,277.00	1,943,079.00	1,109,198.00
Total	$4,902,603.00	$3,118,250.00	$1,784,353.00

Group 1 - 100%

Contract No. 7577

Prefix 21-1085

#7577

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 6-39 6-40	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)* 6-11-71	COUNTY Lincoln
PROJECT REPORT NO. 4		PROJECT NO. F-RF-110(9)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 101 0.3 mi. S. Siletz River (Kernville) N. 0.69 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-5-71	0.686
OTHER *(Specify)*		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT		FEDERAL FUNDS	
Rural Primary	1,822,821	Rural Primary	1,157,821
$ Primary	3,056,836	$ Primary	1,943,079

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Lloyd P. Slum

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By ____________________
(Division Engineer)

For R. E. Simpson

Date executed by Division Engineer 11 JUN 1971

PAGE 1

PREVIOUS EDITIONS ARE OBSOLETE

FORM PR-2 (REV. 1-70)

Oregon State Highway Division

Federal Aid
Project No. F-RF-110(9)

SILETZ RIVER (KERNVILLE) BRIDGE SECTION OF THE OREGON COAST HIGHWAY IN LINCOLN COUNTY

Salem, Oregon, June 9, 1971

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 128+10.84 to Sta. 164+32.74)

Temporary Protection and Direction of Traffic	All Required		$ 35,000.00
Mobilization	All Required		440,000.00
Clearing and Grubbing	All Required		25,000.00
Removal of Structures and Obstructions	All Required		25,000.00
Embankment in Place	340,000 cu.yd.	1.10	374,000.00
Rock Embankment Material	403,000 ton	1.96	789,880.00
Trench Excavation	190 cu.yd.	4.00	760.00
Finishing Roadbed and Slopes	All Required		15,000.00
Watering	3,400 M-gal.	3.00	10,200.00
Coarse Aggregate Base	640 ton	3.25	2,080.00
3/4" - 0 Aggregate Base	5,600 ton	3.25	18,200.00
Plant Mix Aggregate Base	51,500 ton	3.00	154,500.00
Class "B" Asphalt Concrete Mixture	9,800 ton	8.35	81,830.00
Asphalt Cement in Mixture	630 ton	50.00	31,500.00
3/4" - 0 Aggregate in Prime Coat	310 cu.yd.	5.75	1,782.50
RC-250 Asphalt in Prime Coat	56 ton	95.00	5,320.00
8-inch Culvert Pipe	380 lin.ft.	4.50	1,710.00
12-inch Culvert Pipe	100 lin.ft.	4.50	450.00
18-inch Culvert Pipe	100 lin.ft.	6.00	600.00
24-inch Culvert Pipe	200 lin.ft.	8.00	1,600.00
Concrete Inlets, Type G-1	8 only	250.00	2,000.00
Guard Rail, Type 2	3,200 lin.ft.	4.00	12,800.00
Guard Rail, Type 2A	900 lin.ft.	6.00	5,400.00
Guard Rail Anchors	4 only	200.00	800.00
Extra for Guard Rail Bridge Connections	4 only	200.00	800.00
Reinforced Concrete Bridge End Panels	380 sq.yd.	25.00	9,500.00
Extra for Asphalt Approaches	7 only	100.00	700.00
Extra for Asphalt Curbs	2,700 lin.ft.	.90	2,430.00
Loose Riprap, Class 100	18,000 cu.yd.	7.00	126,000.00
Filter Blanket	1,000 cu.yd.	8.00	8,000.00
Guide Posts	80 only	10.00	800.00

Roadside Seeding and Mulching	11 acre	410.00	4,510.00
Water Main Installation	All Required		30,000.00
Signing			
Removal of Existing Sign Installation	All Required		500.00
Painted Wood Sign Posts	All Required		825.00
Sign Support Footings	All Required		1,050.00
Single Sign Supports	All Required		6,100.00
Type "AA" Signs in Place	546 sq.ft.	9.00	4,914.00
Type "C", "D" and "R" Signs in Place	359 sq.ft.	6.00	2,154.00
Type "E" Signs in Place	19 sq.ft.	6.00	114.00
			$2,233,809.50
Flagging (60% of Contractor's Cost)	All Required		20,000.00
Temporary Erosion Control	All Required		5,000.00
On-Job Trainees	All Required		4,000.00
Pacific N.W. Bell Telephone	Lump Sum		2,696.00
			$ 31,696.00
	Subtotal		$2,265,505.00
	10% Engr. & Cont.		226,550.50
	Subtotal		$2,492,056.00
Credit for Water Main Installation			(30,000.00)
	Total		$2,462,056.00

Type Code X081

Siletz River Bridge (#9906) (Sta. 141+35 to Sta. 150+55)

Bridge Removal Work	All Required		$ 10,000.00
Shoring, Cribbing, etc.	All Required		250,000.00
Structure Excavation	6,000 cu.yd.	7.00	42,000.00
Structure Excavation, Below Elevations Shown	500 cu.yd.	3.00	1,500.00
Special Footing Backfill	7,700 cu.yd.	5.60	43,120.00
Furnish HP 14x73 Steel Piling	27,830 lin.ft.	6.20	172,546.00
Drive Steel Piles	380 only	150.00	57,000.00
Splice Steel Piles	95 only	44.00	4,180.00
Class "A" Concrete (3,547 c.y.)	All Required		371,000.00
Class "AA" Concrete (6,375 c.y.)	All Required		618,000.00
Seal Concrete	1,800 cu.yd.	32.00	57,600.00
Deck Seal Mixture	7,500 sq.yd.	1.00	7,500.00

Composite Expansion Joint, Type 200A	193 lin.ft.	66.00	12,738.00
Composite Expansion Joint, Type 400A	193 lin.ft.	100.00	19,300.00
Prestressing Steel (502,000 lb.)	All Required		220.000.00
Reinforcement (1,601,100 lb.)	All Required		230,000.00
Structural Steel (67,500 lb.)	All Required		40,000.00
Pedestrian Handrail	1,856 lin.ft.	15.00	27,840.00
8-inch Culvert Pipe	260 lin.ft.	4.00	1,040.00
1-inch Electrical Conduit	190 lin.ft.	1.50	285.00
1 1/2-inch Electrical Conduit	1,300 lin.ft.	3.00	3,900.00
Install Telephone Conduit	All Required		2,000.00
Install Television Conduit	All Required		1,000.00
Navigation Lighting Installation	All Required		8,000.00
	Subtotal		$2,200.549.00
	10% Engr. & Cont.		220,054.00
	Subtotal		$2,420,603.00
Credit for Telephone Conduit Installation			(2,000.00)
Credit for Television Conduit Installation			(1,000.00)
	Total		$2417,603.00

Length of Grade and Pave - - - - - - - - 0.512 mile

Length of Structure - - - - - - - - - - 0.174 mile

Total 0.686 mile

Cost of Roadway Per Mile - - - - - - - - $4,808,703.12

Retain in Program Status

Pacific Power & Light	All Required	1,500.00
Depoe Bay Telephone Co.	All Required	1,000.00
Lincoln T.V. System	All Required	150.00
Slide Correction	All Required	2,000.00
Temporary Pavement Striping	All Required	200.00
Permanent Pavement Striping	All Required	300.00
	Subtotal	$ 5,150.00
	10% Engr. & Cont.	515.00
	Total	$ 5,665.00

Summary

Description	Total Cost	Fed. Funds	State Funds
Grade & Pave	$2,462,056.00	$1,564,600.00	$ 897,456.00
Structure	2,417,603.00	1,536,300.00	881,303.00
Subtotal	$4,879,659.00	$3,100,900.00	$1,778,759.00
Retain in Program	5,665.00	3,600.00	2,065.00
Total	$4,885,324.00	$3,104,500.00	$1,780,824.00

Summary of Funds

Description	Total Cost	Fed. Funds	State Funds
Rural Primary	$1,822,821.00	$1,157,821.00	$ 665,000.00
Primary	3,056,838.00	1,943,079.00	1,113,759.00
Subtotal	$4,879,659.00	$3,100,900.00	$1,778,759.00
Retained in Program Primary	5,665.00	3,600.00	2,065.00
Total	$4,885,324.00	$3,104,500.00	$1,780,824.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group I - 100%

Prefix 21-1085

Contract No. 7577

SILETZ RIVER (KERNVILLE) BRIDGE SECTION

F-RF-110(9)

Pacific N.W. Bell Telephone	Lump Sum	$ 2,690.00

7577

15

June 9, 1976

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st Avenue
Portland, OR 97201

Gentlemen:

A post-final payment for $290.69 will be made to Willamette-Western Corp. on Contract No. 7577 for work on the Siletz River (Kernville) Bridge Section of the Oregon Coast Highway in Lincoln County as soon as the warrant is prepared.

The total amount paid on this contract will be $4,369,812.04 including the post-final payment. Of the total $97,263.96 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sk

cc: Willamette Western Corp.
Foot of N. Portsmouth Ave.
Portland, OR 97217

Willamette Western Corp.
P. O. Box 4500-11
Portland, OR 97208

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

7577

fo

April 13, 1976

General Insurance Co. of America
Portland Service Office
1500 SW 1st Ave.
Portland, OR 97201

Gentlemen:

A post-final payment for $13,200 will be made to Willamette-Western Corp. on Contract No. 7577 for work on the Siletz River (Kernville) Bridge Section of the Oregon Coast Highway in Lincoln County as soon as the warrant is prepared.

The total amount paid on this contract will be $4,369,321.35 including the post-final payment. Of the total $96,973.27 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Willamette-Western Corp.
Foot of N. Portsmouth Ave.
Portland, OR 97023

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

7577.

April 5, 1976

Willamette-Western Corporation
Foot of North Portsmount Avenue
Portland, OR 97203

Gentlemen:

We have thoroughly reviewed your request for additional extension of time to delete all remaining liquidated damages on Contract No. 7577 on the Kernville Bridge Section of the Oregon Coast Highway. The supplemental information submitted to the resident engineer by your subcontractor in January has also been considered.

Some of the circumstances relating to these remaining liquidated damages, all arising from late completion of contract signing, are unusual. The justification of time extension in these circumstances is consequently very judgmental. Our conclusion is to grant an additional 44-day extension that will delete all remaining liquidated damages. A post-final estimate is being initiated accordingly.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. O. Fredrickson
Robert Church
Richard Hacek

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 31, 1976

In reply refer to: 1041B.2

SUBJECT: Oregon Project F-RF-110(9)
Kernville Bridge
Time Extension Request

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State HIghway Engineer
Attention: Mr. H. S. Coulter

We have reviewed your March 26 memorandum concerning the proposed time extension request.

From the information furnished we concur in your recommendation for extending the time by 44 days with no liquidated damages charged to the contractor.

for G.K. Hassner
G. L. Green

RECEIVED
STATE HWY ENGR
APR 1 '76
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

RECEIVED
APR 1 1976
Office of
Assistant State Highway Engineer

4-1-76
cy Kinsey
Fredrickson

7573

p

DATE March 26, 1976

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract No. 7577
Kernville Bridge
FAP No. F-RF-110(9)

There are 44 days of liquidated damages left on this contract
(after the participating second extension granted June 25,
1975).

This extension did not include any time for alleged delay of
sign post materials. The contractor had requested 72 days on
this reason based on the time from June 26, 1974, when paving
was complete, to September 6, 1974, the date the contractor
had requested that the time count stop.

Actually, the Unit A time counted in 1974 runs continuously to
November 30, 1974 (except for short holiday stop work orders)
and ends March 4, 1975 when the last sign was placed. The
only contract work (as distinguished from clean-up or repair
work) performed after September 11, 1974 was the signing
items. It is therefore apparent that the remaining 44 days is
due to the late contract signing work.

The subcontractor has now submitted the attached affidavit
from Ralph Hager, former employee of the defunct City Galvanizers
Company. This attests that the Kernville sign materials were
purchased and delivered to City Galvanizers. This statement
was received since my February 10 letter to you and is a
further effort toward verification of the existence of an
early order for the sign materials.

We note that there was still considerable work left to do on
the project in December 1973 when the contractor says he
discovered that City Galvanizers would not be delivering the

signs. At that time, paving was 24 percent complete and was not resumed until five months later. During this interval, the contractor's first request for time extension, based on other reasons, was acted upon. The 1974 material shortages then probably caused further delay in acquiring the signs on the second ordering.

After thorough review, we conclude that the circumstances related to the signing work do not justify the assessment of liquidated damages. Your concurrence is requested in a final 44-day extension.

Att.

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. O. Fredrickson
Robert Church
Richard Hacek

January 15, 1976

I, Ralph B. Hager, do hereby attest that I did purchase the high strength pipe required for steel sign support structures for Oregon State Highway Department contract numbers 7577 and 7578 while in the employ of City Galvanizers Co. Further, that said material was delivered to the storage yard of this company and was in stock in said yard at the time of the termination of my employment with said City Galvanizers Company. I swear these statements are true and factual to the best of my knowledge.

Ralph B. Hager

Ralph B. Hager

Subscribed and sworn to before me
a notary public in the State of Washington on this
15th day of January, 1976.
My commission expires 3/23/79

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 10, 1976

FILE: 21-1085

NOTED
H. S. COULTER

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION 2 ENGINEER

SUBJECT: Kernville Bridge
Contract #7577
Time Extension

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

I appears to me that contractor did, in early 1974 (or earlier) discover that problems existed in obtaining the sign mat'ls. – A date at least 4 to 6 mos before other work on project would be completed. That may be an appropriate time.

We have reviewed John Bond's letter to you dated March 5, 1976, relative to the subject time extension. He is correct that none of the other extensions of time included any time for the alleged delay of sign post materials, and there are 44 days of liquidated damages left on the contract. His letter to you comes at a bit of surprise in that there has been no discussion, so far as I know, with Mr. Bond and anyone from the Region Office relative to a disagreement on the recommendation made by Gerry Wimer in his letter of February 18, 1976. It would have seemed appropriate to have discussed this difference of opinion prior to contacting your office and to have solicited an opinion from you only if our office and their office could not agree.

Several questions arise in reading Mr. Bond's letter. First, it was our opinion that before the delivery of the sign materials could be considered as a legitimate reason for a time extension, it should be shown that the contractor did place an order for this material in a timely manner and that the contractor had diligently pursued the fabrication of this material so that it would be ready for erection at an appropriate time. It did not seem appropriate to pursue the contractor's diligent pursuit of this material until it was established and a order had, in fact, been placed. The affidavit that he submitted indicates that this order was placed with City Galvanizers and has been accepted as proof of this fact. It was the contention of Mr. Patterson, supported by this office, that even though the order had been placed, the contractor made no particular effort to see that the material was fabricated and ready for erection.

Secondly, Mr. Bond makes a point of the fact that the public was probably not actually damaged due to the late signing. We have never considered this particular type of an approach in our assessment of a time extension request, going back to the language of the standard specifications in determining whether or not the contractor had done everything he could to complete the project on time. Should this type of an approach be appropriate, a considerable amount of time in analyzing these time extension requests could be saved.

However Legal sect. has advised us on occasion that in a Court battle it could be difficult to make ~~[illegible]~~ damages stand over ~~[illegible]~~ costs to public that could be documented. —

RECEIVED
MAR 10 1976
Office of
Assistant State Highway Engineer

As I remember one meeting or from correspondence, we only considered other reasons for time extension and excluded signs because influence would of MOOK question. — Certainly the first resolving that question would then permit considering signs and time. — HSC

We do not recall at any time in our discussions with the contractor, where we assured him that the signing would be considered a legitimate reason for this time extension. During our discussions, we were trying to establish whether or not the sign order was placed and once this fact was established, we would determine whether or not this request was a valid reason for the granting of additional days. If Mr. Bond feels that we indicated concurrence with the 44 day extension based on the sign order being placed at an appropriate time, we were not aware of this fact.

So far as countering a field recommendation is concerned, this as you know, is nothing new to this particular Region Office. It would not affect our analysis of time requests in the future, nor would it affect our recommendations to the construction office as to our feelings on any time request or any other type of claim.

We are attaching a suggested reply for your use in replying to the Construction Section's letter.

Not used discussed w/ Const. —

Contractor didn't check into signs until late '73 or early '74 at which time he could see the end of the project

COF/elf

Attach.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 10, 1976

In reply refer to: 1041B.2

SUBJECT: Oregon Project F-RF-110(9)
Siletz River Bridge (Kernville)
Contract Time Extension Data

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: H. S. Coulter, Assistant State Highway Engineer

We have reviewed the data furnished this office concerning the alledged revision of support documentation for a time extension on the subject project.

We concur in your decision to accept the explanation of the contractor on his handling of the support documentation and will consider an extension of time when submitted by your office.

G.K. Hossner
for G. L. Green

RECEIVED
MAR 11 1976
Office of
Assistant State Highway Engineer

3-11-76
cy Bird
Fredrickson

RECEIVED
STATE HWY ENGR
MAR 11 '76
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 5, 1976

FILE: CON 5 #7577

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Kernville Bridge
Contract No. 7577
Time Extension

3-9-76
REFER TO
Region 2
By Asst. State Hwy. Engr.

TO: H. S. Coulter
Assistant State Highway Engineer

Please Comments on John Bond's factors and recommend response from me to Const. Div.
HSC

There are 44 days liquidated damages left on this contract (after the participating second extension granted 6-25-75).

This extension did not include any time for alleged delay of sign post materials. The contractor requested 72 days on this reason based on the time from June 26, 1974 (when paving was complete) to September 6, 1974 (the date the contractor had requested that the time count stop).

Actually, the Unit A time counted in 1974 runs continuously to November 30, 1974 (except for short holiday stop work orders) and ends with March 4, 1975 when the last sign was placed. I believe the only contract work performed (as distinguished from clean-up or repair work) after September 11, 1974 was the signing items. It is therefor apparent that the remaining 44 days is due to the late contract signing work.

The subcontractor has now submitted the attached affidavit from Ralph Hager, former employee of the defunct City Galvanizers Company. This attests that the Kernville sign materials were purchased and delivered to City Galvanizers. The latest Resident and Region recommendations dwell on a further refinement of the circumstances, namely that even if a valid purchase order was committed, the contractor had follow-up obligations that he did not fulfill. It is more from this standpoint that the field recommends against further extension. (Note that if we take that position, a further meeting with the prime contractor is indicated.)

I dislike countering field recommendations that are as carefully derived as we have here. However, I am influenced by the following additional factors:

1. The original quotation dated November 30, 1971 is surely valid. There should be no doubt that a timely quotation was made.
2. City Galvanizing did deliver the signs for one project (Jumpoff Joe Contract 7561). The price quotations were same for all 3 projects. Why would the contractor accept them for one project but not the others?

RECEIVED
MAR 6 1976
Office of
Assistant State Highway Engineer

3. The public's actual damages due to the late signing are not apparent. An excessive amount of liquidated damages is now associated with this problem ($13,200). The public had full use of the facility through all this time.

I do not believe we have a good case to make a stand on principle any longer here. We have probably made some constructive impression on the contractors involved by carrying it this far.

I recommend the remaining 44 days be granted. If you concur, we will prepare a draft to FHWA.

I concur.
HSC

3-11-76
cy John Bond
I.C. FAA

JAB:fr

Kerrville
Contr. 7577

S. Coulter:

Contractor says he discovered "by accident" in Dec. 1973 that City Galvanizers would not deliver.

Some of our last discussion related to status of the project then – the outlook for completion – why didn't contractor discover this sooner?

Structure opened to 2 lanes of traffic Dec. 21, 1973. At that time Paving was 34% done.

No further paving until May 28, 1974 (5 months later.)

Base rock was 69%
Drainage 43%
Grading 93%

Old bridge was removed by May 11, 1974

RECEIVED
MAR 26 1976
Office of
Assistant State Highway Engineer

First time extension was acted upon 5-16-74. (74 days requested, 16 granted)

NOTED
H.S. COULTER

The contractors original 1971 schedule had been changed drastically by many factors by Dec. 1973.

J. Bond

-7577

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Kessey
C. O. Fredrickson

DATE February 10, 1976

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Contract Time Extension Data
Siletz River (Kernville) Bridge
Contract No. 7577

The matter of further contract time extension on this project is still open with our contractor and some additional material recently received from the contractor is now being evaluated. In the meantime, we understand that the question of possible falsification of some earlier information submitted by the contractor or subcontractor, in support of their contract time extension request, is pending. This question related to the ordering of certain steel signing structures. This matter was openly discussed with representatives of the subcontractor and the contractor at a meeting on July 23, 1975. Our field people were present at this meeting and a copy of the Resident Engineer's memorandum of the meeting is attached for your information, along with a copy of a November 24, 1975 letter from the prime contractor and November 20, 1975 letter from the subcontractor involved, all including comments on the documentation of the ordering of sign materials.

It is our conclusion that the subcontractor's explanation of the sign order is plausible. The addition of the Kernville signing materials to another existing order for similar materials on another project may have been poor office practice, but we are willing to accept the explanation that there was no deliberate deception to influence the judgment of the time extension request. We see no reasonable basis for further questioning of the integrity of the order documentation and will consider that aspect of the time extension considerations closed if you concur. If our analysis of the information now available indicates additional time extension is justifiable, a report and recommendation to you will be forthcoming in the usual manner.

Att.

WILLAMETTE-WESTERN CORPORATION
Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503-285-9111 • Cable Address: WILDWEST

November 24, 1975

Oregon State Highway Department
P. O. Box 37
Newport, Oregon 97365

Attention: Mr. H. H. Patterson

Re: Kernville Bridge
O.S.H.D. Contract #7577
Time Extension for
Material Delivery Delays -
Sign Posts

Gentlemen:

We refer to the letter by Mr. F. B. Klaboe, Administrator and State Highway Engineer, dated June 25, 1975 as well as to several subsequent discussions with you by Mr. Kirby of S. D. Spencer & Son and by Mr. Dastur of Willamette-Western Corporation. As explained to you during those discussions, your doubts about the integrity of the documents submitted are understandable. However, those doubts are based on a lack of understanding of accepted purchase procedures in our industry. It is not uncommon to issue a purchase order for one particular requirement and then over the telephone authorize the use of the same P.O. number for an additional purchase authorization. This would lead to purchaser modifying his copy of the P.O. to reflect the extra purchase and the seller doing likewise. However, in the case under review, for some reason or another, the seller did not enter the change on his copy. Nonetheless, we have a written confirmation from the person who accepted the telephone order that he did in fact receive the order, but neglected to transcribe it on his copy of the P.O. It is inconceivable that a

NOV 2[illegible]
RESIDENT ENG[illegible]

WILLAMETTE TUG & BARGE CO
WILLAMETTE HI-GRADE CONCRETE CO.
WESTERN-PACIFIC DREDGING CORP.
WESTERN-PACIFIC PILEDRIVING CO.

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams
Submarine Pipelines • Land Reclamation • Marine Construction • Piledriving • Intakes and Outfalls • Land and Water Substructures

third person could either confirm or deny the fact of this telephone order. It is also impossible to produce any further documentation of this episode. We, therefore, request you to reconsider the data submitted to you and determine in your own mind the plausability of the events as presented by us.

In case you are unable to conclude positively in our favor, we submit herewith a copy of letter dated November 20, 1975 from S. D. Spencer & Son documenting additional grounds for time extension on the above job.

An early ruling on the matter will be greatly appreciated.

Very truly yours,

WILLAMETTE-WESTERN CORPORATION

J. H. Dastur
Division Engineer

JHD:jm

Encl: Copy of Letter from
S. D. Spencer & Son of 11-20-75

cc: S. D. Spencer & Son
R. E. Grant

AREA CODES - VANCOUVER 206, PORTLAND

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

RECEIVED
NOV 2 1 1975
CONSTRUCTION

November 20, 1975

Willamette-Western Corp.
Foot of N. Portsmouth Ave.
Portland, Oregon 97203

Re: Siletz River (Kernville) Bridge
Contract #7577

ATTENTION: Mr. Jim Dasture

Gentlemen:

We hereby submit new evidence in support of our claim for extension of time on the above contract.

1. We did advise the Resident Engineer verbally on Feb. 28, 1974 and by letter on April 2, 1974, of the non-availability of specified steel sign support materials.

2. We have a letter dated April 16, 1974, from the Resident Engineer authorizing use of steel pipe of slightly less ultimate yield strength, but without sufficient latitude to allow use of the available steels.

3. We continued a diligent search for acceptable materials through July 1974. Some of the potential suppliers contacted were; U. S. Steel Co., American Steel Warehouse, Gilmore Steel, La Barge Steel Pipe Supply, and Farwest Steel.

4. In August 1974, we verbally proposed, to the Design Section, that we substitute Carbon Steel Mechanical Tubing (MXT 1015) 1018, Finish Annealed with a minimum ultimate yield strength of 60,000 P.S.I. and a minimum tensil strength of 80,000 lbs. This material was available from Kilsby Tube Supply. This proposal was rejected, by the Mechanical Engineer of the Design Section, as being unacceptable because the ultimate yield strength would by seriously effected by welding procedures.

5. During the week of Nov. 18, 1974, we verbally proposed, to the Design Section, that we proceed with the sign post stubs using A-36 steel of heavier section based on the formula of the section modulus multiplied by the ultimate yield strength to meet or exceed the specified section; that we substitute

Willamette-Western Corp.
Foot of N. Portsmouth Ave.
Portland, Oregon 97203

Re: Siletz River (Kernville) Bridge
Contract #7577

selected square, or rectangular, structual steel tubing, hot drawn, with a minimum yield strength of 50,000 P.S.I. and that we develop an equivalent section by the above formula.

6. This proposal was accepted and the first approved shop drawings were received the week of Dec. 16, 1974. The last shop drawing was approved Feb. 5, 1975.

7. Elapsed time from date of notice of material shortage until a substitution was approved, 214 calendar days. Elapsed time from substitution acceptance until first approved shop drawing was received, 30 calendar days. Elapsed time from the date the first approved shop drawings were received until the last sign post was erected, 74 calendar days.

We contend that we did diligently pursue the procurment and fabrication of the steel sign supports as evidenced by the relatively short time span after receipt of first approved shop drawings until erection of the last post.

We, therefore, request and extension of time in the amount of 44 calendar days as being just and reasonable

Very truly yours,

V. Kirby

Vern C. Kirby
S. D. Spencer & Son

VCK/slw

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 25, 1975

Newport, Oregon

FILE: 21-1085

RECEIVED
JUL 30 1975
CONSTRUCTION SECTION
Routing
Kelsey
Bond
Jackmond
[illegible]wood
Johnsen
Walker
Richards
Glenn
Berg

REGION 2 ENGINEER
RECEIVED
JUL 25 1975
☐ RE ☑ RCE ☐ [illegible] ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ DSO ☐ [illegible] ☐ [illegible]

FROM: H. H. Patterson
RESIDENT ENGINEER

TO: Memo to the Files

SUBJECT: Time Extension Conference
Siletz R. (Kernville) Br. Sec.
Oregon Coast Highway
Lincoln County
Contract No. 7577

A conference was held at 10:00 a.m. on Wednesday, July 23, 1975, in Room 129 of the State Highway Building in Salem. In attendance were H. S. Coulter, Assistant Highway Engineer-Operations; C. O. Fredrickson, Regional Engineer; Gerald Wimer, Regional Construction Engineer; John Bond, Construction Administration Engineer; and the undersigned, Resident Engineer for the subject project, all representing the Highway Division. Across the table were Harold Rice and Robert E. Hawes representing Willamette-Western Corporation, prime contractor; and Vern Kirby representing S. D. Spencer and Son, subcontractor, who performed grading, paving and signing work on the project.

The occasion for the conference was to afford the contractor the opportunity to explain a serious discrepancy which became apparent in documentation submitted by the subcontractor, via the prime contractor, to verify an alleged order date which was stated in connection with a request for a time extension.

Following proper introductions and civilities, John Bond, upon request by Scott Coulter, stated the purpose of the meeting which is as noted above. He went into a more detailed description of the discrepancy discovered, which indicates that we [illegible] [illegible] which has been altered so as to show their having ordered material for three jobs at one time, whereas they had in fact ordered material for only one job (not including the subject contract) as evidenced by the original of the requisition in the files of the supplier. The particular materials in question are API pipe and related items for Single Sign Supports.

Mr. Kirby readily admitted to having altered their office copy of the requisition, but asserted that it was not done as a deliberate attempt to deceive us, as we had assumed. His explanation was that he had originally ordered material for the Jumpoff Joe Creek job only, as we properly deduced from the print of the

7-30-75
Copy to H.S. Coulter
JAB:FR

cc CT Keasey

original copy which we obtained from the (potential) supplier, City Galvanizers. The date appearing on the requisition is February 24, 1972. He went on to explain that the balance of the material from City Galvanizers' quotation (that is, for the Burlington job and for the Kernville job) was actually ordered by phone at a later date, and that the office copy of the requisition was then altered for the benefit of Spencers' office staff; that is, so that their bookkeeper/accountant would process the payment for this material without question when billing was received. Mr. Kirby stated that the placement of the order for the last two jobs (including Kernville) was done two or three months after placement of the original order; this would make the date of ordering of material for this job in April or May of 1972. (For information purposes, the Preliminary Project Schedule which was presented by the contractor on June 23, 1971, showed paving work to be performed during the months of April, May, and June, 1973. Using the starting date of paving - April 1, 1973 - as an approximate delivery date for the sign supports, this would leave 11 or 12 months time for fabrication.)

Considerable discussion ensued as to what sort of further documentation should exist to back up Spencers' claim of having ordered the material as noted above. If the steel was in fact acquired as alleged by Ralph Hager, there should be documents (orders, acknowledgements, invoices, billings, checks, etc.) in the files of the fabricator and/or supplier.

(From the lack of supportive evidence offered by the contractor at the conference, it would almost appear that they were not cognizant of the nature of the discrepancy before coming in. A notation made in the Resident Engineer's Diary on June 13, 1975, indicates that Mr. Hawes was aware of it on that date, and it was stated plainly in Mr. Klaboe's official notification letter regarding the approval of part of their request for time extension dated June 25, 1975, receipt of which was acknowledged by the contractor. No mention of this point was brought out at the conference.)

Discussion then turned to who should pursue acquisition of documentary evidence to further support Mr. Kirby's contention. Mr. Coulter stated that it should be undertaken by the State, whereupon Mr. Bond stated his inclination to leave the burden of proof with the contractor. I understandably would have preferred the latter approach, but deemed it best to defer. The first approach prevailed, and the assignment befell me.

Mr. Kirby promised to put me in touch with Ralph Hager as a starting point, and all of the contractors promised their fullest cooperation in this matter. Possible avenues to explore were mentioned such as Mr. Kirby's telephone log and inventories taken at the time of sale of City Galvanizers (from either the seller or the buyer, or both.)

H. H. Pattison

HHP/dea
cc: C. O. Fredrickson ✓

7577

7

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

Fran

DATE February 23, 1976

TO C. W. Head
Commission Services

FROM FBK
F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Attached is a report on approval of completed contracts which I accepted under authority delegated to me by the Transportation Commission.

Att.

cc E. S. Hunter
H. S. Coulter
Dave Talbot
C. T. Keasey
W. J. Hart
Robert Church

srb

NOTED
C. W. HEAD

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
February 6, 1976

RDChurch for

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 7577 , Work Completed ~~May 10, 1974~~ 3-4-75 per Church

Project Siletz River (Kernville) Bridge

Highway Oregon Coast County Lincoln

Type of Work Grading, Paving, Structure & Signing

Contractor Willamette-Western Corp.

Recommended Acceptance Date February 10, 1976

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:ljt

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
FBKlaboe
STATE HIGHWAY ENGINEER
DATE: 2-10-76

NOTED
C. W. HEAD

2/18

7577

February 18, 1976

General Insurance Co. of America
1500 S.W. 1st
Portland, OR 97201

Gentlemen:

Contract No. 7577 awarded to Willamette-Western Corp., for work on the Siletz River (Kernville) Bridge Section of the Oregon Coast Highway in Lincoln County was completed on March 4, 1975, and accepted by the Administrator and State Highway Engineer on February 10, 1976.

Final payment in the amount of $1,757.54 will be released to the contractor after February 23, 1976 as follows: Willamette-Western Corporation, Trust Account No. 408-005, P.O. Box 4500-11, Portland, OR 97208. The total contract amount is $4,356,321.35 including $96,973.27 for work performed under force account.

Our records reveal one claim for labor and material which has not been paid.

We wish to advise that under the provisions of 107.21 of the Standard Specifications that the surety will not be released until such time as all suits or actions now pending have been settled and evidence of these suits and/or claims have been furnished to the Highway Division.

We understand that a lawsuit has been filed in Lincoln County involving the grading contractor and a material source.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fbm
cc Willamette-Western Corporation
Foot of N. Portsmouth Ave.
Portland, OR 97023

Willamette-Western Corporation
Trust Account No. 408-005
P.O. Box 4500-11
Portland, OR 97208

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Haeck
Jack Sollis
C. O. Fredrickson

STATE OF OREGON **INTEROFFICE MEMO**

DATE: February 17, 1976

TO: MEMO TO FILE

FROM: DICTATED BY JACK SOLLIS
on Cec Head's Sony Tape Recorder

SUBJECT: Contract 7577

On this final acceptance on this Kernville Bridge Section (Contract 7577) when you send out the final letter to the contractor and his surety, I would advise both of them we wish to advise that under the provisions of 107.21 of the Standard Specifications that the surety will not be released until such time as all suits or actions now pending have been settled and evidence of these suits and/or claims have been furnished to the Highway Division.

It is my feeling that because of the diversity of the claims and law suits that the surety should be held in until they are disposed of so that the State will not become involved in any of the law suits and that in the event we are, it can be referred to the surety. If there are any objections from the surety on this, refer them to the Standard Specifications. If they still object, refer them to me and I will take care of it.

fkn

81-125-1387

Fran
See me CWH

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 19, 1976

FILE: CON 5 #7577

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Kernville Bridge Section
Contract No. 7577
Pending Time Extension

TO: MEMO TO THE FILES:

George Spencer called me on January 14 and reported that Mr. Vern Kirby of his firm had finally, on only the previous night, located Mr. Hager, a former employee of City Galvanizers, the firm from which Spencer first tried to secure certain signing materials. Mr. Spencer said they were obtaining a statement from Mr. Hager pertinent to the signing material aspect of this time extension and wanted us to consider it. I advised Mr. Spencer we were about to recommend a formal response, which from the information I now have would be negative, i.e., we would not be recommending further time extension. Mr. Spencer wanted it reconsidered and particularly wanted us to have the new information that would be forthcoming from Mr. Hager.

It was agreed that we would take no further action on the time extension now and that Mr. Spencer would submit whatever additional material he wished to Resident Engineer Patterson. I will await this and the field appraisal of it before taking any further action on the time extension.

As to the third notification date for completion of this project, Mr. Sollis concurs in the issuance and acknowledgment of a third notification date, but that the surety be retained in accordance with Standard Specification 107.21. The Resident Engineer should now submit the third notice using whatever date he believes appropriate for when all other contract requirements were filled. Upon receipt of this, the finalling process will be followed as usual by our Contract Payments Unit and we will look to Mr. Head to carry out the special handling concerning retention of the bond.

JAB:fr

cc: H. S. Coulter
G. W. Wimer
H. H. Patterson
Cecil Head
Robert Church

Completed 3/4/75 ②
Not accepted

NOTED
C. W. HEAD

7577

75

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Siletz R. (Kernville) Br.

WEEK ENDING: 27 Dec 75

SECTION PREFIX: 21-1085

HIGHWAY: Oregon Coast

COUNTY: Lincoln

NAME OF JOB: Kernville Bridge

KIND OF WORK: Grading, Paving, Structure and Signing

CONTRACTOR: Willamette-Western Corp.

CONTRACT NUMBER: 7577

FEDERAL AID PROJECT NUMBER: F-RF-110(9)

DATE OF CONTRACT: 29 Jun 71

DATE WORK STARTED: 12 Jul 71

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 749-814

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 793-681

PERCENT OF TIME ELAPSED: 106-84

PROJECT AUTHORIZATION: $ 4,999,697.06

EXCLUSIVE OF ENGINEERING: $ 4,641,816.38

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 4,386,549.48

ESTIMATED PERCENT: XXXXXX UNDERRUN 5.5 %

ENGINEERING AUTHORIZATION: $ 357,880.68

ENGINEERING COST TO DATE: $ 493,767.

PERCENT OF AUTHORIZATION: 138 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

DATE PROJECT WAS COMPLETED: 4 Mar 75

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.09	1.09			1.09
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.09	1.09			1.09
TOTAL ESTIMATED QUANTITIES (CONTRACT)	340,000	57,740			9,800
TOTAL QUANTITIES CORRECTED TO DATE	311,517	58,983			10,645
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	311,517	58,983			10,645
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9906							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
___ Keasey RECEIVED Richards
___ Bond ___Glenn
___ Jackmond DEC 29 1975 Berg
___ Harwood
___ Johnsen CONSTRUCTION
___ Walker SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
12/27/75 SATURDAY	

REMARKS

The third notification is being withheld pending concurrence of the Legal Section.

The narrative report and the balance of the construction data was submitted to the Region office on Wednesday, December 24,1975.

THIS IS THE FINAL WEEKLY REPORT ON THIS PROJECT.

SIGNED H. H. Patterson LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7577

15

December 3, 1975

Oceanlake Paving Co.
2300 SE Hwy. 101
Lincoln City, OR 97367

Attn: T. W. Cowgill
President

Gentlemen:

This is to acknowledge receipt of your letter of November 24, 1975, addressed to H. H. Patterson in Newport advising that an agreement has been made between you and Willamette Western Corporation and S. D. Spencer & Son.

This appears to be in connection with your claim filed against the Willamette-Western Corp., Contract No. 7577, Siletz River (Kernville) Bridge Section of the Oregon Coast Highway in Lincoln County in the amount of $2,819.71.

This information is being noted in our records and we will advise the surety and principal contractor.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Willamette-Western Corp.
Foot of N. Portsmouth Ave.
Portland, OR 97023

General Insurance Co. of America
Portland Service Office
1500 SW 1st Ave.
Portland, OR 97201

bc: H. H. Patterson

12-2
noted on
card

File: 21-1085
7577

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Newport 97365
24 Nov 75

SUBJECT:

To: John Bond
Construction Administration Engr.
SALEM

Suppliers' Claim Releases
Siletz R. (Kernville) Br. Sec.
Oregon Coast Highway
Lincoln County

Attached are letters from Oceanlake Sand and Gravel Co. and Oceanlake Paving Co. relative to claims filed against the subject contract by my transmittal letter to Region II office, dated March 11, 1975.

Please have these releases recorded with the project records in the usual manner.

H. H. Patterson

H. H. Patterson
Resident Engineer

cc: Willamette-Western Corp.
Attn: Jim Dastur

Oceanlake S. & G. Co, & Oceanlake Paving Co.
Attn: Tom Cowgill

Gerald Wimer

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg
RECEIVED
NOV 25 1975
CONSTRUCTION SECTION

CEANLAKE PAVING CO.
2300 SE HWY 101, LINCOLN CITY, OREGON 97367
PHONE 994-3500

November 24, 1975

Oregon State Hwy. Dept.
Newport, Oregon

ATTN: H.H. Patterson
253 N.E. 1st Street

RE: Kernville Bridge Contract #7577
Letter dated February 25, 1975

Gentlemen:

This letter is written to inform you that an agreement has been made between us on our claim against Willamette Western Corporation and S.D. Spencer & Son.

Please release our claim as of this date.

A copy of the letter from S.D. Spencer & Son dated 11-20-75 is attached.

Yours truly,
Oceanlake Sand & Gravel

T W Cowgill

by T.W. Cowgill
President

TWC:el

RECEIVED
NOV 24 1975
OFFICE OF
RESIDENT ENGINEER
NEWPORT, OREGON

AREA CODES - VANCOUVER 206, PORTLAN

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

November 20, 1975

Ocean Lake Sand & Gravel
2300 S. E. Highway 101
Lincoln City, Oregon 97367

Gentlemen:

This is written confirmation of our telephone conversation regarding payment of your account.

We will pay your account in full immediately upon receipt of written notice of release of your claim against the bond of Willamette Western Corp.

Yours very truly,

V. Kirby
Vern C. Kirby
S. D. Spencer & Son

VCK/slw

cc: Jim Dasture - W. W.

7577

December 3, 1975

Oceanlake Sand and Gravel Co.
2300 SE Hwy. 101
Lincoln City, OR 97367

Attn: T. W. Cowgill
President

Gentlemen:

Thank you for your letter of November 24, 1975, addressed to H. H. Patterson, Resident Engineer, in Newport advising that you have reached an agreement between Willamette Western Corp. and S. D. Spencer & Son.

This appears to be in connection with the Willamette-Western Corp., Contract No. 7577, Siletz River (Kernville) Bridge Section of the Oregon Coast Highway in Lincoln County. Our records indicate that your claim for materials supplied to S. D. Spencer & Son was in the amount of $26,074.47 and $2,285.44 to Willamette-Western Corp.

We will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

CWR:rw

cc: Willamette-Western Corp.
Foot of No. Portsmouth Ave.
Portland, OR 97023

General Insurance Co. of America
Portland Service Office
1300 SW 1st Ave.
Portland, OR 97201

bc: H. H. Patterson

12-3-75
noted on
card
fn

CEANLAKE SAND AND GRAVEL CO.
2300 SE HWY 101, LINCOLN CITY, OREGON 97367
PHONE 994-3621

November 24, 1975

Oregon State Hwy. Dept.
Newport, Oregon

ATTN: H.H. Patterson
253 N.E. 1st Street

RE: Kernville Bridge Contract #7577
Letter dated March 10, 1975

Gentlemen:

This letter is written to inform you that an agreement has been made between us on our claim against Willamette Western Corporation and S.D. Spencer & Sons.

Please release our claim as of this date.

A copy of the letter from S.D. Spencer & Son dated 11-20-75 is attached.

Yours truly,
Oceanlake Sand & Gravel

TWCowgill

by T.W. Cowgill,
President

TWC:el

RECEIVED
NOV 24 1975
OFFICE OF
RESIDENT ENGINEER
NEWPORT, OREGON

2577

Files

4988

FILED
NOV 6 1975
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON 1859

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

November 4, 1975

Western Landscaping, Inc.
P. O. Box 146
Lynnwood, WA 98036

NOTED ON
12-15-75

Attention: Donald F. Carlstrom

Gentlemen:

Mr. H. H. Patterson, Resident Engineer at Newport has forwarded to us your claim letter of October 22, 1975, stating that you have a balance due for Hydro-Seeding in the amount of $2,603.13 on Contract No. 7577. This appears to be in reference to the Willamette-Western Corporation, Contract No. 7577, Siletz River (Kernville) Bridge Section, Oregon Coast Highway in Lincoln County.

The General Insurance Co. of America furnished the performance bond on this contract which is given to assure completion of the contract and payment of all bills incurred on it. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

This contract was completed on March 4, 1975, but has not yet been accepted by the Highway Division.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
DEC 15 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:rw

cc: Willamette-Western Corp.
Foot of N. Portsmouth Ave.
Portland, OR 97023

S. D. Spencer & Son
4614 NE 72nd Ave.
Vancouver, WA 98661

General Insurance Co. of America
Portland Service Office
1500 SW 1st Ave.
Portland, OR 97201

bc: C. T. Keasey

Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
October 27, 1975
Salem, Oregon

FILE: 21-1085

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Western Landscaping Claim
Kernville Bridge Section
Oregon Coast Highway
Contract #7577

Attached is an October 22, 1975 letter from Donald F. Carlstrom of Western Landscaping, Inc. indicating that they have not been paid for work performed under bid item 32. Also attached is Resident Engineer H. H. Patterson's October 23, 1975 letter of transmittal.

Please have this claim recorded in the usual manner. Western Landscaping Inc., Willamette Western Corporation, and S. D. Spencer and Son should all be notified.

10-28-75
Copies sent to Cecil Head.
W. Richards

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
OCT 28 1975
CONSTRUCTION
SECTION
Richards
Glenn
Berg

GWW/dea
Attach.
cc: H. H. Patterson

21-1-5
7577

FORM 8-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Newport 97365
23 Oct 75

SUBJECT:

To: C. O. Fredrickson
Region Engineer
SALEM

Siletz R.(Kernville) Br. Section
Oregon Coast Highway
Lincoln County
Vendor's Claim

Attention: Gerald Wimer

Attached is a claim from Western Landscaping, Inc., of Lynnwood, Washington in the amount of $2,603.13. The supplier has asked that this be recorded as a claim against the project, the amount being due from S. D. Spencer and Son, subcontractor.

Please have this forwarded to the proper offices for handling as requested.

H. H. Patterson
H. H. Patterson
Resident Engineer

Western Landscaping, Inc.

P. O. BOX 146 • LYNNWOOD, WASHINGTON 98036 • (206) 776-2197

Commercial Landscaping • Erosion Control

October 22, 1975

Mr. H. H. Patterson, Resident Engineer
Oregon State Highway Department
P. O. Box 37
Newport, OR 97365

RE: Contract No. 7577
Siletz River (Kernville)
Bridge Section

Dear Mr. Patterson:

In accordance with our telephone conversation of yesterday, we are sending the following resumé of monies still owing us for Hydro-Seeding on the above named project:

Item 32 - ROADSIDE SEEDING AND MULCHING

11 Acres	@	$ 406.00/ACRE	$ 4,466.00
20 Lbs Extra Seed	@	1.00/LB	20.00
4.56 Acres	@	645.00/ACRE	2,941.20
Extra Move-In			200.00
			$ 7,627.20
LESS: Bond .0075%			- 57.20
			$ 7,570.00
LESS: Previously Paid			4,966.87
BALANCE DUE			$ 2,603.13

We trust that this will serve as a claim against said project and that after this information is sent to the Oregon Transportation Commission, it will not be too much longer before we are reimbursed for the above balance.

Thanking you, we are

Very truly yours,

WESTERN LANDSCAPING, INC.

Donald F. Carlstrom

DONALD F. CARLSTROM

DFC:ml
Enc - 1 Copy
cc - S. D. Spencer & Son

RECEIVED
OCT 23 [illegible]
OFFICE OF
RESIDENT ENGINEER

/ 7577

B

FORM 01 734

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 25, 1975
Newport, Oregon

RECEIVED
JUL 30 1975
CONSTRUCTION
SECTION

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

FILE: 21-1085

REGION 2 ENGINEER
RECEIVED
JUL 25 1975
☐ RE ☐ M ☐ [illegible] ☐ RTE ☐ ROE
☐ ULE ☐ GSO ☐ TEO ☐ [illegible] ☐ LFE

FROM: H. H. Patterson
RESIDENT ENGINEER

TO: Memo to the Files

SUBJECT: Time Extension Conference
Siletz R. (Kernville) Br. Sec.
Oregon Coast Highway
Lincoln County
Contract No. 7577

A conference was held at 10:00 a.m. on Wednesday, July 23, 1975, in Room 129 of the State Highway Building in Salem. In attendance were H. S. Coulter, Assistant Highway Engineer-Operations; C. O. Fredrickson, Regional Engineer; Gerald Wimer, Regional Construction Engineer; John Bond, Construction Administration Engineer; and the undersigned, Resident Engineer for the subject project, all representing the Highway Division. Across the table were Harold Rice and Robert E. Hawes representing Willamette-Western Corporation, prime contractor; and Vern Kirby representing S. D. Spencer and Son, subcontractor, who performed grading, paving and signing work on the project.

The occasion for the conference was to afford the contractor the opportunity to explain a serious discrepancy which became apparent in documentation submitted by the subcontractor, via the prime contractor, to verify an alleged order date which was stated in connection with a request for a time extension.

Following proper introductions and civilities, John Bond, upon request by Scott Coulter, stated the purpose of the meeting which is as noted above. He went into a more detailed description of the discrepancy discovered, which indicates that we [illegible] print of a document [illegible] Requisition No. 835) which had been altered so as to show their having ordered material for three jobs at one time, whereas they had in fact ordered material for only one job (not including the subject contract) as evidenced by the original of the requisition in the files of the supplier. The particular materials in question are API pipe and related items for Single Sign Supports.

Mr. Kirby readily admitted to having altered their office copy of the requisition, but asserted that it was not done as a deliberate attempt to deceive us, as we had assumed. His explanation was that he had originally ordered material for the Jumpoff Joe Creek job only, as we properly deduced from the print of the

RECEIVED
JUL 31 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

cc C T Keasey ✓

original copy which we obtained from the (potential) supplier, City Galvanizers. The date appearing on the requisition is February 24, 1972. He went on to explain that the balance of the material from City Galvanizers' quotation (that is, for the Burlington job and for the Kernville job) was actually ordered by phone at a later date, and that the office copy of the requisition was then altered for the benefit of Spencers' office staff; that is, so that their bookkeeper/accountant would process the payment for this material without question when billing was received. Mr. Kirby stated that the placement of the order for the last two jobs (including Kernville) was done two or three months after placement of the original order; this would make the date of ordering of material for this job in April or May of 1972. (For information purposes, the Preliminary Project Schedule which was presented by the contractor on June 23, 1971, showed paving work to be performed during the months of April, May, and June, 1973. Using the starting date of paving - April 1, 1973 - as an approximate delivery date for the sign supports, this would leave 11 or 12 months time for fabrication.)

Considerable discussion ensued as to what sort of further documentation should exist to back up Spencers' claim of having ordered the material as noted above. If the steel was in fact acquired as alleged by Ralph Hager, there should be documents (orders, acknowledgements, invoices, billings, checks, etc.) in the files of the fabricator and/or supplier.

(From the lack of supportive evidence offered by the contractor at the conference, it would almost appear that they were not cognizant of the nature of the discrepancy before coming in. A notation made in the Resident Engineer's Diary on June 13, 1975, indicates that Mr. Hawes was aware of it on that date, and it was stated plainly in Mr. Klaboe's official notification letter regarding the approval of part of their request for time extension dated June 25, 1975, receipt of which was acknowledged by the contractor. No mention of this point was brought out at the conference.)

Discussion then turned to who should pursue acquisition of documentary evidence to further support Mr. Kirby's contention. Mr. Coulter stated that it should be undertaken by the State, whereupon Mr. Bond stated his inclination to leave the burden of proof with the contractor. I understandably would have preferred the latter approach, but deemed it best to defer. The first approach prevailed, and the assignment befell me.

Mr. Kirby promised to put me in touch with Ralph Hager as a starting point, and all of the contractors promised their fullest cooperation in this matter. Possible avenues to explore were mentioned such as Mr. Kirby's telephone log and inventories taken at the time of sale of City Galvanizers (from either the seller or the buyer, or both.)

H. H. Pattison

HHP/dea
cc: C. O. Fredrickson

#7577 R

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442-5864

3271
Serial 382
25 July 1975

Oregon State Highway Division
Attention: Mr. E. S. Hunter
Deputy State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Sir:

Your letter of 21 July 1975 concerning your Siletz River Bridge and approval of changes and additions not covered in the original permit has been received. This request is similar to one made on 3 June 1974 and 11 April 1974.

This question was referred to Coast Guard Headquarters last year, and you were informed "the Coast Guard has no objection to the bridge as built and that a copy of the plans will be kept in the permanent record."

In view of the foregoing, it appears redundant to resubmit the question to Coast Guard Headquarters in Washington, D.C. It is suggested you attach these letters to the permit along with all other correspondence to indicate a "no objection" approved.

Sincerely,

R V Hackney

R. V. HACKNEY
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

RECEIVED
STATE HWY ENGR
JUL 28 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

cc Hunt
Sollie } for information
7-28-75

#7577

R

July 21, 1975

Commander (oan)
13th Coast Guard District
Federal Building
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Siletz River Bridge
Kernville, Oregon
Oregon Coast Highway
Bridge No. 9906
Bridge Permit 174-70

By letter of March 23, 1973, the Oregon State Highway Division submitted revised permit drawings showing as-built deviations from approved drawings for the subject structure. Subsequent correspondence received from you advised that, "...the work is of a minor nature, having no apparent effect on navigation or the environment..." but did not include approval of the deviations.

In accord with Title 33, Part 115, Article 115.50, as printed in the Federal Register of June 11, 1975, we hereby request approval of those deviations indicated by our letter of March 23, 1973.

Your prompt action in this matter will be greatly appreciated.

Very truly yours,

[redacted]
Deputy State Highway Engineer

RWE:dh js

bc: F. B. Klaboe
W. J. Hart
C. O. Fredrickson
C. Elroy
Glen L. Green

#7577

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 10, 1975

FILE: 121-63

NOTED
H. S. COULTER

FROM: T. W. Litchfield
REGION OPERATIONS ENGINEER

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: Hespack Complaint
Kernville Area
Oregon Coast Highway
Lincoln County

After your phone call to me on July 7, 1975, regarding the complaint by Mr. Hespack of signing a release for Willamette Western's use of his property, and about a road approach problem, I had our Resident Engineer, H. H. Patterson contact Mr. Hespack at the Sheridan phone number 843-2268, to determine the nature of his complaint.

NOTED
F. B. KLABOE

Mr. Patterson made this contact on July 8, 1975, and determined that although the Hespacks had allowed Willamette Western to use their property, the contractor, in fact, chose to use another area and did not at any time occupy the Hespack property. Therefore, Mr. Patterson will advise the contractor that it will not be necessary to get a release from the Hespacks, since they did not occupy the Hespacks property during the course of the contract.

Mr. Patterson also determined that the property in question is not on the Siletz but on the Oregon Coast Highway approximately 0.2 mile north of Kernville immediately south of Drift Creek near MP 119.3. This is outside the limits of the construction project, and the road approach complaint has been brought to the attention of the Assistant District Engineer, Lynn McKibben and the Section Foreman, Ralph Salter, who will handle the problem with the Hespacks.

RECEIVED
JUL 10 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JUL 14 '75
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

TWL/elk
cc: H. H. Patterson
H. C. Johnson

7-16-75

cc Carol Klein

NOTED
F. B. KLABOE

7577

R

June 25, 1975

Willamette-Western Corporation
Foot of North Portsmouth Avenue
Portland, Oregon 97203

Gentlemen:

Re: Second Request for Time Extension
Kernville Bridge
Contract No. 7577
FAP No. F-RF-110(9)

An additional extension of 158 calendar workdays (applicable to both contract time phases) has been approved. The 158 days granted include the following components, using the same designations on the reasons as you used with your request:

1.	EWO, Shoulder widening	76
2.	Strike time	8
3.	Strike effects	36
4.	Miscellaneous	
	a. Fill settlement	3
	b. 84" culvert	0
	c. Extra rock embankment	3
	d. July 4, 1974, shutdown	0
	e. Strike impact Sept. 5-19, 1973	15
	f. EWO 8 Parapet rail steel	11
5.	Material delivery delays-sign posts	0
Added:	P.A. 3 Increased dredging	6
	TOTAL	158

This 158-day extension leaves 44 days liquidated damages in effect on the overall completion requirement.

You will note that no time has been granted for reason number 5 concerning sign material deliveries. As discussed with Bob Hawes of your office, our review of the substantiating material submitted with your request to document the alleged sign material delay disclosed a serious discrepancy. The quantities of sign materials shown on S. D. Spencer & Son Requisition No. 835 which was submitted with your request as evidence of timely placement of the order for these materials is different than the copy of this same requisition number which we have obtained from the vendor. It appears that the quantity information was increased to make it appear that the Kernville project materials were ordered at the same time as materials for other projects. From the information we have, there is reason to question this. We are therefore concerned about the integrity of the documentation submitted with this request for time extension and would like the opportunity to discuss this with you and your subcontractor.

If you agree that such a meeting is in order, I suggest you contact Assistant State Highway Engineer Scott Coulter to arrange it.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
C. O. Fredrickson
Bob Church

JAB:fr srb

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMEN

Memorandum

DEPAR MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 30, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project F-RF-110(9)
Kernville Bridge
Time Extension Request

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. H. S. Coulter, Asst State Highway Engineer

We have reviewed your letter of May 28, 1975 concerning a time extension request by the contractor for 225 days.

We concur in your recommendation for an extension of 158 days leaving 44 days of liquidated damages amounting to $13,200.

We note that in the attached supporting documents that the subcontractor has allegedly revised a material request document to support his request for an extension of time for material delivery delay. Please advise what action you plan to take on this apparent falsification of supporting documents.

G. L. Green

G. L. Green

RECEIVED
STATE HWY ENGR
JUN 3 '75
REFER TO
Coulter
FOR

Info	Inves	R/D	C/R	Sign	Act	File
					✓	

RECEIVED
1975
Office of
Assistant State Highway Engineer

NOTED
L. E. JOHNS

6-3-75
cy Keasey
Fredrickson
Church

7577

R

CON 5

obert W. Straub
xxxxxxxx

DATE May 28, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Second Request for Time Extension
Kernville Bridge
Contract No. 7577
FAP No. F-RF-110(9)

The contractor has made a second request for 225 days which would in effect delete all liquidated damages on this job that is now completed. It was completed March 4, 1975, with 202 days of liquidated damages on the "A" phase which ultimately controlled the completion (the "A" phase was all work except removal of the old structure) and 25 days on the overall "B" phase. The time count on this project has many interruptions with something like five strike periods and eight stop work orders. A 16-day extension was granted May 16, 1974 because of two added work orders (P.A. 2 and E.W.O. 11) and a partial stop work in July 1972. The "A" time as extended (575 days plus 16 days) expired November 10, 1973. We should point out that the bridge was opened to two lanes of traffic December 21, 1973.

The contractor's request presents ten reasons for extension. The contractor has done a good job in presenting them with a discussion of each--including references to specific dates and periods of time with a time chart and a summary included. A copy is attached along with our Resident and Region Engineer's reports.

The largest item for time extension is Extra Work Order 12. It covers shoulder widening and modifications in the slopes in the mandatory borrow area immediately south of Immonen Road. The 76 days recommended by the Resident Engineer consist of the last 10 days charged in 1973, when the contractor was working on this item, plus 45 days charged in the spring of 1974 when it was too wet to work the material, plus a prorated 21 days from July 16 to September 6, 1974 when work was performed concurrently with regular contract work. The true effect of this order is arguable, but it was a significant late added order, and part of the time involved is after the project was paved and opened to full 4-lane traffic (permanent striping was placed June 28, 1974).

The second largest increment of extension time is for reason 3, "strike effects" or strike impact. The Resident recommends 36 days in the fall of 1973 (October 16 to November 20) which is based on the contractor's presentation of his actual versus original possible schedule. I concur that the assumptions shown on this are reasonable and the 36 days could be granted for seasonal impact of the lost June, July and August labor dispute time.

Reason 4E of the request is also really based on strike impact. It is called remobilization and 15 days are requested and recommended by the Resident for time in September 1973 when the grading subcontractor allegedly encountered difficulty in securing equipment operators to return to this site.

We concur in the items recommended by the Resident and Region that are in this request from the contractor, and therefore recommend an extension of 158 days (applicable to both phases) which will eliminate all "B" phase liquidated damages and leave 44 days in effect on "A" phase, for a total of $13,200 on the overall project.

Time Extension Summary	Time Recommended Days
1. EWO 12, Shoulder widening Nov. 2-30, 1973, 5-28 to 9-6-74	76
2. Strike time, 6-26 to 7-3-73 (8-6 to 8-12-73) x 40%	8
3. Strike effects	36
4. Miscellaneous	
a. Fill settlement	3
b. 84" Culvert	0
c. Extra rock embankment	3
d. July 4, 1974 shutdown	0
e. Strike impact Sept. 5-19, 1973	15
f. EWO 8 Parapet rail steel	11
5. Material delivery delays, sign posts	0
Added: P.A. 3 Increased dredging	6
TOTAL	158

Your concurrence is requested.

Att.

bc A. E. Johnson
C. T. Keasey
C. O. Fredrickson
Robert Church

JAB:mk ia

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #7577

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 23, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Kernville Bridge
Contract No. 7577
Second Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Willamette Western has made a second request for 225 days which would in effect delete all liquidated damages on this job, that is now completed. It was completed March 4, 1975 with 202 days liquidated damages on the "A" phase which ultimately controlled the completion (the "A" phase was all work except removal of the old structure) and 25 days on the over-all "B" phase. The time count on this project has many interruptions with something like 5 strike periods and 8 stop work orders. A 16 day extension was granted May 16, 1974 because of two added work orders (P.A. 2 and E.W.O. 11) and a partial stop work in July, 1972. The "A" time as extended (575 days plus 16 days) expired November 10, 1973. We should point out that the bridge was opened to two lanes of traffic December 21, 1973.

The contractor's request presents ten reasons for extension and the contractor has done a good job in presenting them with a discussion of each, including references to specific dates and periods of time and has included a time chart and a summary. The Resident Engineer recommends 152 days on the reasons covered by the request, but also again recommends 19 days which was not approved on the first request, so he comes out with a 181 recommendation.

The largest item for time extension is E.W.O. 12. It covers shoulder widening and modifications in the slopes in the mandatory borrow area immediately south of Immonen Road. The 76 days recommended by the Resident Engineer consists of the last 10 days charged in 1973 when the contractor was working on this item plus 45 days time charged in the spring of 1974 when it was too wet to work the material plus a prorated 21 days from July 16 to September 6, 1974 when work was performed along with regular contract work at the same time. The true effect of this order is arguable, but it was a significant late added order and part of the time involved is after the project was paved and opened to full 4 lane traffic (permanent striping was placed June 28, 1974).

The second largest increment of extension time is on reason number 3 "strike effects" or strike impact. The Resident recommends 36 days in the fall of 1973 (October 16 to November 20) which is based on the contractor's presentation of his actual versus original possible schedule. I concur that the assumptions shown on this are reasonable and the 36 days could be granted for seasonal impact of the lost June, July and August labor dispute time.

Reason 4E of the request is also really based on strike impact. It is called remobilization and 15 days are requested and recommended by the Resident for time in September 1973 when the grading subcontractor allegedly encountered difficulty in securing equipment operators to return to this site.

The Resident again recommends 23 days extension for dormant period time in the first winter that the project was active when high water and drift damaged the structure falsework. This was during a period when time was not being charged and although it may have been reasonable for the contractor to pursue the work as he did, I believe there is still a question as to whether he took adequate precautions and preventive measures to avoid the damage that occurred. This reason was carefully reviewed before and I do not believe we should reverse that decision. We concur in the other items recommended by the Resident and Region and therefore recommend an extension of 158 days (applicable to both phases) which will eliminate all "B" phase liquidated damages and leave 44 days in effect on "A" phase for a total of $13,200 on the overall project.

You will note we are not recommending time for the alleged delay in obtaining signing material. This was the last work performed on the project and we have previously discussed the question of timely placement of the order for breakaway sign posts. It appears that the substantiating material the subcontractor submitted concerning timely ordering of materials has been tampered with. We should consider this carefully including the possibility of some kind of sanctions against the contractor involved. Additional file on this is attached.

This was a primary Federal-aid project. Rough draft letters to FHWA ~~and to the contractor are~~ attached.

JAB:fr

Att.

cc: Robert Church

P.S. The project engineering costs overran $130,236.18 or 36.4%. The engineering authorization was $357,880.68. The amount of engineering spent was $488,166.86.

"Helping Build the West"

WILLAMETTE-WESTERN CORPORATION Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503-285-9111 • Cable Address: WILDWEST

November 19, 1974
Serial Letter #119

Oregon State Highway Department
P.O. Box 37
Newport, Oregon 97365

RE: Siletz River Bridge
O.S.H.D. Contract #7577
Time Extension

Attention: Mr. H.H. Patterson

Gentlemen:

We have completed our review of reasons for time extensions and submit, attached hereto, our analysis and derival of the various events.

It can be seen from the summary sheet that we can justify 375 calendar days of time extension. Considering the overlap, as shown on Schedule II, 225 days of this 375 are non-concurrent.

The time extensions considered and requested in the above 225 days do not extend beyond September 5th, 1974. This date has been used as a cut-off as it was the date the last "Extra Work" was completed and also within two days of the Final Inspection.

Considering that current liquidated damages have been assessed from November 11th, 1973 and that no day count applied between November 30th, 1973 and May 28th, 1974, then a 120 calendar day time extension would be required to extend to September 6th, 1974.

As 225 calendar days of non-concurrent justifiable delays can be accounted for then this would leave 105 calendar days remaining beyond September 6th, 1974.

As again no day count is assessed between November 30th, 1974 and March 1st, 1975 then 105 additional days time extension applied would give March 20th, 1975 as the revised contract completion time.

It is appreciated that liquidated damages have been applied to both Schedule "A" and Schedule "B" of our contract; however, inasmuch as Schedule "B" was entirely dependent upon Schedule "A" we have not segregated a time extension request.

RECEIVED
NOV 25 1974
OFFICE OF
RESIDENT ENGINEER

WILLAMETTE TUG & BARGE CO.
WILLAMETTE HI-GRADE CONCRETE CO.
WESTERN-PACIFIC DREDGING CORP.
WESTERN-PACIFIC PILEDRIVING CO.

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams
Submarine Pipelines • Land Reclamation • Marine Construction • Piledriving • Intakes and Outfalls • Land and Water Substructures
[illegible] Septic Tanks

We ask that this time extension request be given your most immediate attention. Should you have any question or require further clarification please contact the undersigned.

In the event that this request as presented is not acceptable to the State, we wish to retain our right to represent some of our earlier time extension requests that have previously been rejected, without explanation, by the State.

O.S.H.D. Form E-320 Contractor's Request for Increase in Number of Work Days (six copies) is enclosed herein.

Very truly yours,

WILLAMETTE-WESTERN CORPORATION

A. B. Wilkinson
Vice President & Division Manager
Heavy Construction Division

ABW:kdl
Attachments

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 18, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from * days to * days, within which to complete our Contract No. 7577, without the assessment of liquidated damages. The said contract is described as follows:

Siletz River (Kernville) Bridge

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

* Extend Contract Completion Date from 11 November, 1973 to 20 March 1975.

See attached sheets for details and breakdown.

Respectfully submitted,

WILLAMETTE=WESTERN CORPORATION
Contractor

By A. B. Wilkinson

CONSENT OF SURETY

Date November 18, 1974

We, GENERAL INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
Attorney-in-fact James F. Darby

CORROON & BLACK

(SEAL)

James F. Darby
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7577 Contractor Willamette-Western Corporation

Highway Oregon Coast

Section Siletz River (Kernville) Bridge

Kind of Work Grading, Paving, Structure & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended for Approval:

Gerald Wimer
~~Division Engineer~~ Region Construction Engineer

for Construction Engineer or Bridge Engineer

H S Coulter
Asst State Highway Engineer

Contract No. 7577
Project designation F-RF-110(9) State-Federal
Date awarded 6-3-71
Work started 7-12-71
Per cent completed 99+, 1-22-75 Date
No. of Workdays Allowed 591*
No. of Workdays Used 791
No. of Added Workdays Requested 375

[illegible]

*Includes 16-day ext'n
Approved 6-16-74

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7577 Contractor Willamette-Western Corporation

Highway Oregon Coast

Section Siletz River (Kernville) Bridge

Kind of Work Grading, Paving, Structure & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended for Approval:

Harold Wimer
Region Construction Engineer
Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 7577

Project designation F-RF-110(9)
State-Federal

Date awarded 6-3-71

Work started 7-12-71

Per cent completed 99+, 1-22-75
Date

No. of Workdays Allowed 591*

No. of Workdays Used 791

No. of Added Workdays Requested 375

SP*6296-734

*Includes 16-day ext'n
Approved 6-16-74

SILETZ RIVER (KERNVILLE) BRIDGE

TIME EXTENSION REQUEST -- SUMMARY

Item	Total Calendar Days Effected	Total Calendar Days not overlapping other items
1. E.W.O. #12	137	137
2. Objected Strike Time Charges	12	12
3. Strike Effects	91	17
4. Miscellaneous		
A.	5	5
B.	13	13
C.	7	7
D.	4	0
E.	15	15
F.	19	19
5. Material Delivery Delays	72	0
TOTAL	375	225

SILETZ RIVER (KERNVILLE) BRIDGE

TIME EXTENSION REQUEST -- ITEM #1

Removal of Excess Material from State Borrow Pit - E.W.O. #12

6/9/72 - State requested a price submittal from Contractor.

9/18/72 - Contractor submitted price to perform work.

11/2/72 - State rejected Contractor's submitted price.

11/2/73 - State issued Force Account to remove excess material. Contractor requested not to commence with removal until State had acquired necessary permits.

7/16/74 - Pit condition finally dry enough to permit equipment operations and Contractor commenced work. (NOTE: permit was never acquired and material was wasted at the pit.)

9/6/74 - Borrow pit "Force Account" work completed.

Time Extension Request

(1) From Date of Issuance of E.W.O. to date when work could be commenced.

11/2/73 to 7/16/74 = 255 calender days.

Less calender days not charged in this period.

11/30/73 to 5/28/74 = 179 calender days

TOTAL 76 calender days

(2) Actual time to perform Extra Work.

7/16/74 to 9/6/74 = 61 calender days

TOTAL TIME REQUEST THIS ITEM 137 calender days

ETZ RIVER (KERNVILLE) BRIDGE

TIME EXTENSION REQUEST -- ITEM #2

OBJECTION TO TIME CHARGED DURING STRIKES

Time Extension Requests

1. Contractor was charged work days during the 1973 Operating Engineers strike when he was able to perform some minor work that did not require the use of Operators. This work did not accelerate the overall contract completion.

   Previously objected to by letter of 7/3/73 and 7/13/73.

   Period 6/26/73 to 7/3/73 = 8 days

2. The Contractor was charged work days between the Operating Engineers strike and the Carpenters strike which were only one week between.

   This one week did not permit the Contractor to remobilize men and equipment and re-obtain efficiency in operations.

   Period 8/6/73 to 8/12/73 = 7 days.

   Est: Efficiency production 40%

   40% of 7 days = 4 days

TOTAL TIME REQUEST THIS ITEM 12 Days

SILETZ RIVER (KERNVILLE) BRIDGE

TIME EXTENSION REQUEST -- ITEM #3

STRIKE EFFECTS

Events

The Operating Engineers Strike commenced 6/4/73

The Operating Engineers Strike over 8/6/73

The Carpenters Strike Commenced 8/12/73

The Carpenters Strike over 8/23/73

Time allowed by State	64 days
Additional days requested (see Item 2)	12 days
Strike Effects - Total actual	76 days

The new bridge was ready for traffic 9/12/73

New bridge open to traffic 12/21/73 (2 lanes) 7.13

Bridge & approaches substantially complete 7/16/74

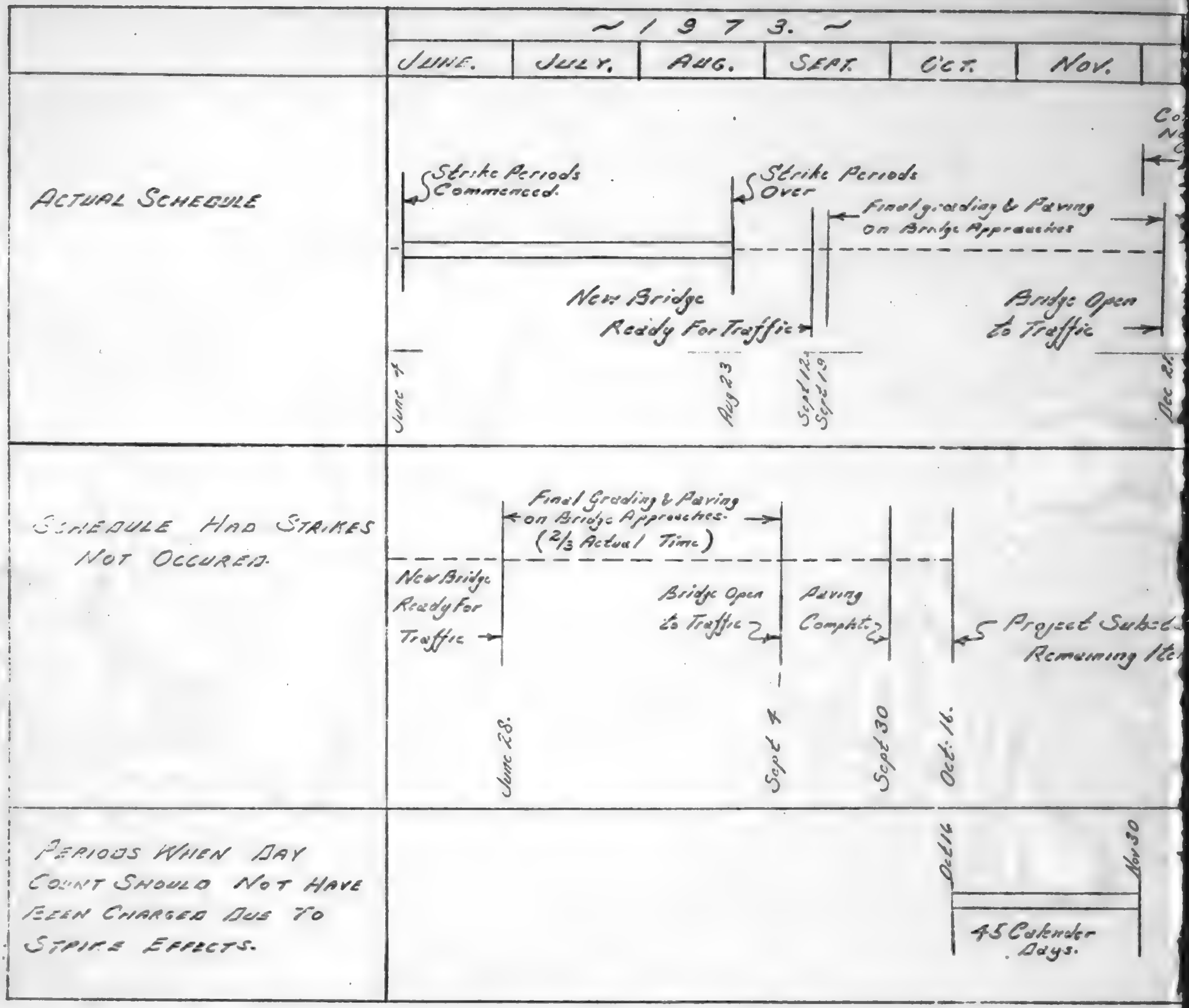
Had the Contractor not been exposed to strikes then:

The new bridge would have been ready for traffic 7/28/73. This then would have allowed the Contractor the months of August, September, and October to complete the grading and paving work. In actual fact the grading paving work (that which could not be done prior to bridge being ready for traffic) could not be commenced until Sept., 1973 and due to winter weather conditions not be completed until July, 1974.

The attached schedule (Schedule I) shows the effects on the project which results in a total time request for this item of:

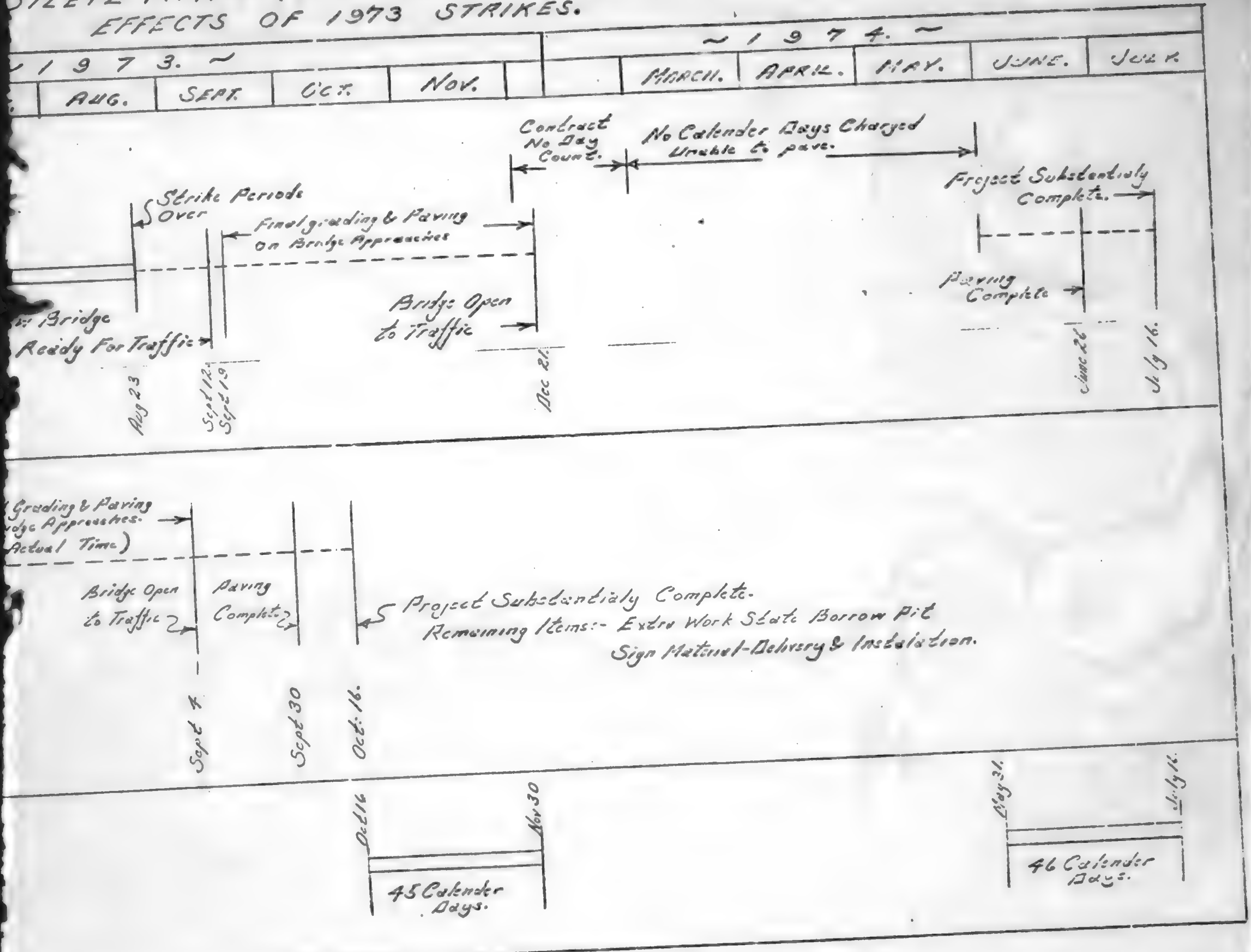
TOTAL 91 Calendar days

~ SILETZ RIVER (KERNVILLE) B
EFFECTS OF 1973 STRIK



SILETZ RIVER (KERNVILLE) BRIDGE. ~
EFFECTS OF 1973 STRIKES.

SCHEDULE I


~ 1 9 7 3. ~
~ 1 9 7 4. ~
AUG.
SEPT.
OCT.
NOV.
MARCH.
APRIL.
MAY.
JUNE.
JULY.
Contract No Day Count.
No Calender Days Charged Unable to pave.
Strike Periods Over
Final grading & Paving on Bridge Approaches
Project Substantialy Complete.
Paving Complete
Bridge Ready For Traffic
Bridge Open to Traffic
Aug 23
Sept 12
Sept 19
Dec 21.
June 26
July 16.
Grading & Paving
Bridge Approaches.
(Actual Time)
Bridge Open to Traffic
Paving Complete
Project Substantialy Complete.
Remaining Items:- Extra Work State Borrow Pit
Sign Material-Delivery & Installation.
Sept 4
Sept 30
Oct. 16.
Oct 16
Nov 30
45 Calender Days.
May 31.
July 16.
46 Calender Days.

12 Nov 1974

SILETZ RIVER (KERNVILLE) BRIDGE

TIME EXTENSION REQUEST -- ITEM #4

Miscellaneous Items

A. Fill Settlement

Work suspended on North Abutment fill due to excess settlement. Work stopped in accordance with State's letter of 7/11/72.

Day count protested by Contractor's letter of 7/24/72.

Period 7/8/72 - 7/12/72 — 5 Days

B. 84" Culvert Pipe

Installation of 84" Culvert Pipe under E.W.O. #5 prevented earlier completion of the South embankment fill and restricted access to bridge construction at Abutment 2.

Period 3/28/72 - 4/5/72
4/10/72 - 4/13/72 — 13 Days

C. Extra Rock Embankment

Additional hauling and placing of rock embankment was necessary to refill subgrade from the excessive settlement that occurred on the south embankment.

Payment was included under P.A. #9 but no time extension granted.

Period 9/11/72 - 9/17/72 — 7 Days

D. 4th July Shutdown, 1974

Grading/paving operations were stopped by the State for the 3rd, 4th, and 5th, of July due to holiday traffic. As it was not in the best interest of the Contractor to mobilize personnel for a two day work week, work was curtailed on July 1st and 2nd. The following Saturday and Sunday likewise should not be charged.

Period 7/1/74 and 7/2/74
7/5/74 and 7/6/74 — 4 Days

SILETZ RIVER (KERNVILLE) BRIDGE

TIME EXTENSION REQUEST -- ITEM #4

Miscellaneous Items (Cont'd.)

E. It was S.D. Spencer's intent to recommence operations; based on a September 12, 1973 bridge ready for traffic date; on September 5th, 1973.

As during the strike equipment had been transferred to other projects not effected by the strike, it was not possible, mainly due to weather conditions, to mobilize the equipment by September 5th, 1973.

As a result work on the grading could not be started up until September 19, 1973. In addition operating engineers could not be obtained during this and other periods. Although in all cases operating engineer dispatch requests were not recorded.. Attached are some dispatch requests that were not filled.

Period 9/5/73 - 9/19/73	15 Days

F. E.W.O. #8 - Parapet Rail Resteel

Sandblasting and treatment of resteel placed was necessary to comply with E.W.O. #8.

In addition work was held up awaiting the galvanizing of the parapet rail steel.

Period 5/16/73 - 6/4/73	19 Days
TOTAL TIME REQUEST THIS ITEM	63 Calendar Days

S. D. SPENCER & SON
An Equal Opportunity Employer

000301

To: Op'rg Engineers - Local 701

Please Dispatch 1 only paver opr, 1 only Screed opr, 2 only Asphalt roller opr

To Start Work as Classified

To Report at 8 A.M./~~P.M.~~ Oct 1, 1973. Job No. 1-10

Address of Jobsite Kernville, Oreg - (Siletz River Bridge)

Was Minority Representative Requested? ✓ Yes ____ No.

If No, Give Reason

Was Minority Representative Dispatched? ____ Yes ____ No.

If No, Give Reason

4 man
Never Filled

Signed V. Kirby

Date 9/27/73

Confirms Telephone Request on 9/27/73, 19

HOME OFFICE

FORM 2469
PIONEER PTG. CO.

Ordered from Carl-

S. D. SPENCER & SON
An Equal Opportunity Employer

000303

To: Operating Engr's. Local 701

Please Dispatch 1 ea, grader opr & 1 ea J.D. 450 Dozer opr.

To Start Work as

To Report at 8 A.M./~~P.M.~~ 9/17, 1973. Job No. 1-10

Address of Jobsite Kernville, Oregon (Siletz River Bridge)

Was Minority Representative Requested? ✓ Yes ____ No.

If No, Give Reason

Was Minority Representative Dispatched? ____ Yes ____ No.

If No, Give Reason

2 man Never Filled

Signed V. Kirby

Date 9/17/73

Confirms Telephone Request on 9/17, 1973

HOME OFFICE

FORM 2469
PIONEER PTG. CO.

Harold Pippin

S. D. SPENCER & SON
An Equal Opportunity Employer

310
000~~[illegible]~~

To: Opring Engrs Local 701

Pl Dispatch Paving Machine opr.

To Start Work as

To Report at 8 A.M./~~P.M.~~ May 28, 1974. Job No. 1-10

Address of Jobsite Kernville Bridge - Kernville Oreg

Was Minority Representative Requested? ✓ Yes ____ No.

If No, Give Reason

Was Minority Representative Dispatched? ____ Yes ____ No.

If No, Give Reason

Signed V. Kirby

Date 5/23/74 - 9:30

Never Filled

Confirms Telephone Request on 5/23, 1974

HOME OFFICE

FORM 2469

To Dean

PIONEER PTG. CO.

S. D. SPENCER & SON
An Equal Opportunity Employer

311
000~~[illegible]~~

To: Opring Engrs Local 701

P e Dispatch Paving machine Screed opr.

To Start Work as

To Report at 8 A.M./~~P.M.~~ May 28, 1974. Job No. 1-10

Address of Jobsite Kernville Bridge - Kernville, Oreg.

Was Minority Representative Requested? ✓ Yes ____ No.

If No, Give Reason

Was Minority Representative Dispatched? ____ Yes ____ No.

If No, Give Reason

Signed V. Kirby

Date 5/23/74

Never Filled

Confirms Telephone Request on 5/23, 1974

HOME OFFICE

FORM 2469

To Dean

PIONEER PTG. CO.

S. D. SPENCER & SON
An Equal Opportunity Employer

000913

o: Oprg Engrs Local 701

Dispatch: One Dozer Operator

o Start Work as:

o Report at 7:30 A.M./~~P.M.~~ 7/23, 1974. Job No. 1-10

ddress of Jobsite: Siletz River (Kernville) Bridge

as Minority Representative Requested? ✓ Yes ______ No.

If No, Give Reason:

Minority Representative Dispatched? ______ Yes ______ No.

If No, Give Reason:

Filled 8/12/74

Signed V. Kirby

Date 7/22/74

onfirms Telephone Request on 7/22/74, 19

ORM 2469 Opr Engrs req # 072212

PIONEER PTG. 18

HOME OFFICE

S. D. SPENCER & SON
An Equal Opportunity Employer

000312

To: Oprg Engrs Local 701

Dispatch: Asphalt Finish Roller Opr.

To Start Work as:

To Report at 8 A.M./~~P.M.~~ May 28, 1974. Job No. 1-10

Address of Jobsite: Kernville Bridge, Kernville Oreg.

Was Minority Representative Requested? ✓ Yes ______ No.

If No, Give Reason:

Was Minority Representative Dispatched? ______ Yes ______ No.

If No, Give Reason:

Never Filled

Signed V. Kirby

Date 5/23/74

Confirms Telephone Request on 5/23, 1974

HOME OFFICE

SILETZ RIVER (KERNVILLE) BRIDGE

TIME EXTENSION REQUEST -- ITEM #5

Delayed Delivery of Sign Post Materials

Documentation relating to reasons for late delivery attached hereto. All as previously submitted by Contractor's letter of November 11th, 1974.

Late delivery considered effective as of June 26th, 1974, when at such time as paving work complete.

Effect time considered to September 6th, 1974 which would be the date requested for a time count stop.

Period 6/26/74 - 9/6/74	72 Calendar Days

S. [illegible] SPENCER & SON
Construction, Trucking and Equipment Rental
4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

November 7, 1974

Willametto Western Corporation
Foot of N. Portsmouth Ave.
Portland, Oregon 97203

Re: Siletz River (Kernville Bridge)
Contract #7577

Gentlemen:

Pursuant to our meeting with O.S.H.D. in Salem on November 4, 1974, we submit the following regarding our efforts to obtain steel sign post material:

1. We ordered the material from City Galvanizers Co. in February, 1972 based on a quotation dated November 30, 1971 from the same company. They fabricated material for one contract and purchased the remaining required material for two (2) other contracts.
2. We discovered, by accident, in December, 1973 that City Galvanizers had been sold to new owners and they were no longer doing fabrication of the type we required. We had no official notice of such discontinuance on the part of this company; further we found the material purchased had been sold as scrap to facilitate transfer of ownership.
3. We instituted a search early in January, 1974 for new source of material and fabrication. Between January 2, 1974 and February 28, 1974 we spent countless hours on telephone calls attempting to locate specified material with a firm delivery date.
4. On February 28, 1974 we discussed at length this problem with the Resident Engineer and requested O.S.H.D. aid in advising acceptable substitute material we could use. We also agreed to continue our search.

---

5. On April 2, 1974 we advised, by letter, that we could not obtain the specified A.P.I. pipe required for sign structures and requested drawings and details from O.S.H.D. for substitute materials which were available from which we could fabricate the sign structures. In the meantime we continued to search for a material source and qualified fabricator.

6. Early in May, 1974 we located a qualified fabricator who further took up the search in our behalf, and who contacted O.S.H.D. Design Branch, direct, for aid in determining acceptable substitute materials. In every case, to date, any substitute steel has always been of high carbon content and in very limited supply. Various suggestions we have made of substitute materials have all been rejected for one reason or another.

We have been more than diligent in our efforts to procure and fabricate these sign structures since finding ourselves without a supplier.

We believe continued assesment of liquidated damages by the O.S.H.D. for want of the sign structures is arbitrary. The O.S.H.D. is, and has been, well aware of our problems and endeavors to obtain said structures. We request that the assesment of liquidated damages be stopped, and said assesment be retracted to the date of acceptance of substantial completion and the project opened to full use of the public.

Very truly yours,
S. D. SPENCER & SON

V. Kirby
Vern Kirby, Supt.

SDS:hak
Enc: Copy of original quote
Copy of original Purchase Order
Copy of letter from new supplier

— SILETZ RIVER (KERNVILLE) BR

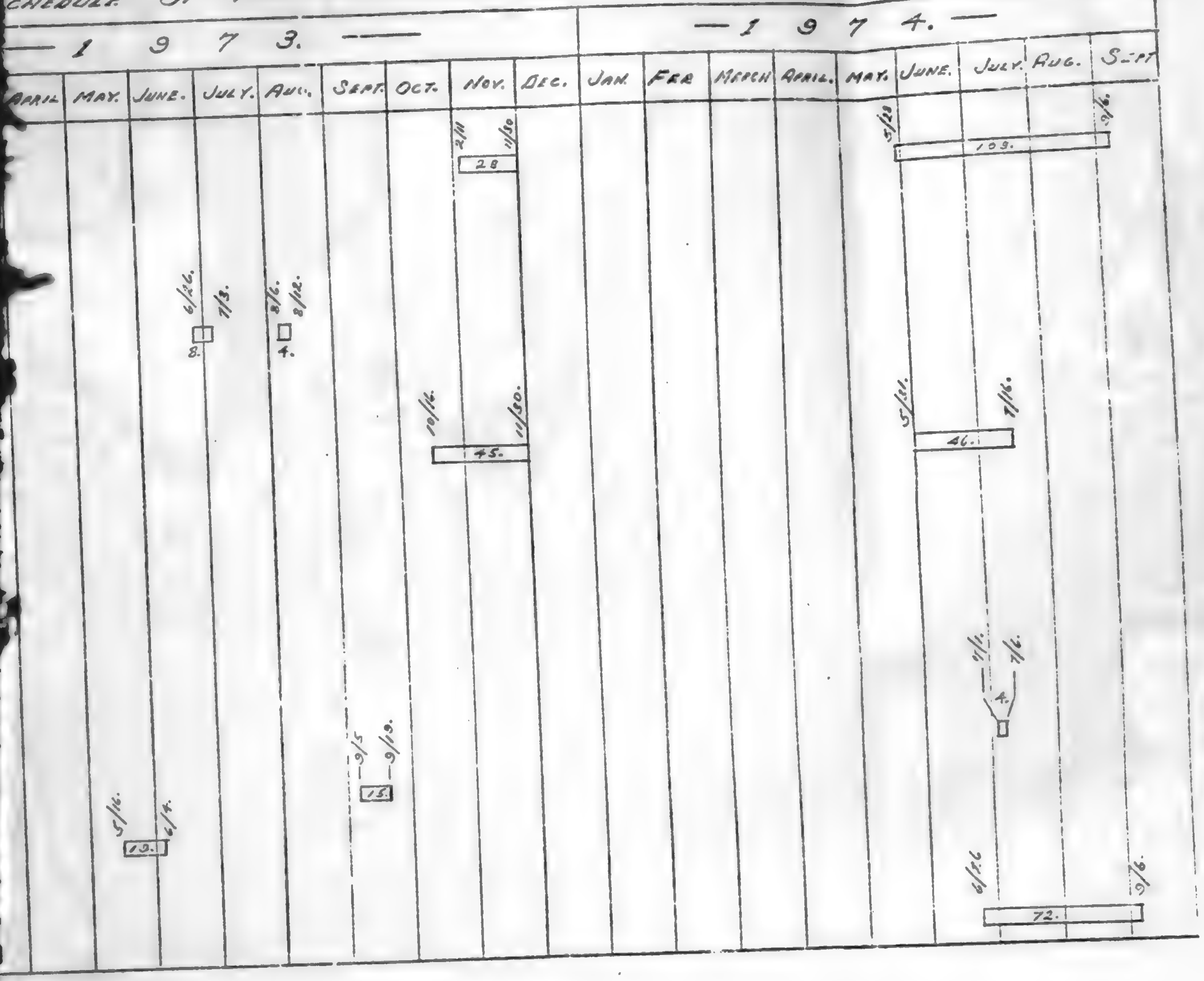
SCHEDULE OF "TIME EXTENSION" REQ

	TOTAL DAYS.	1972.	JAN.	FEB.	MARCH	APRIL	MAY.	JUNE.	JULY.	AUG.	SEPT.	OCT.	NOV.	DEC.
ITEM I. E.W.O. Nº 12	137.												2/11 11/30 28	
ITEM 2. OBJECTED STRIKE TIME CHARGES.	12.							6/26. 7/3. 8.		8/6. 8/12. 4.				
ITEM 3. STRIKE EFFECTS.	91.											10/16. 11/30. 45.		
ITEM 4. (A.) FILL SETTLEMENT.	5.	7/6. 7/12 5.												
(B.) 24" CULVERT PIPE.	13.	7/28 8/13 13.												
(C.) EXTRA ROCK.	7.	9/11 9/17 7												
(D.) 4TH JULY.	4.										9/5 9/10. 15.			
(E) RE MOBILIZE.	15						5/16. 6/4. 13.							
(F) E.W.O. Nº 8.	19													
ITEM 5. SIGN POST DELIVERIES.	72.													

SCHEDULE II.

TZ RIVER (KERNVILLE) BRIDGE.—

CHEDULE OF "TIME EXTENSION" REQUEST PERIODS.



18 Nov 1374

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 21-1085

Salem, Oregon
February 20, 1975

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

TO: John Bond
CONSTRUCTION ADMINISTRATION ENGINEER

SUBJECT: Time Extension Request
Kernville Bridge Project
Oregon Coast Highway
Contract #7577

Attached is a formal request from Willamette-Western Corporation requesting sufficient time to "Extend contract completion date from 11 November 1973 to 20 March 1975." Supporting that request is a November 19, 1974, letter from A. B. Wilkinson. He indicates being able to justify 375 calendar days of which 225 days are non-concurrent. He also indicates the reqested time should not only apply to phase "A" but also to phase "B" which he indicates is dependent upon phase "A". Also attached to his letter are nine pages of his own attachments, three pages of S. D. Spencer & Sons request for operating engineers, and three letters and an invoice relative to the sign materials.

Resident Engineer, H. H. Patterson's January 23, 1975, transmittal and recommendation letter with my penciled comments is attached as well as his follow-up February 17, 1975, letter. Supporting the first letter is also a bar chart with the letter and two rolls graphing the major work items with respect to time and the requested and recommended additional time.

The comments in Mr. Patterson's latter letter supersedes and supplements the first letter. This office agrees completely with the recommendation contained in the latter letter. This would eliminate all liquidated damages on phase "B" and reduce those on phase "A" to 19 days at $300 each or a total of $5,700 providing the project can be completed by March 1, 1975.

The above is based on there being no justifiable reason to grant additional time to install the signing. However, this is the main item to complete. We are still studing the matter. Should we find information that would substantiate a basis for a time extension we will immediately advise. In the interim, it is recommended the time that can be justified be processed.

GWW/elk
Attachs.
cc: H. H. Patterson

Reading
Kansuy RECEIVED Scofield
Bond Glenn
Jackmond FEB 21 1975 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Newport 97365
17 Feb 75

REGION 2 ENGINEER
RECEIVED
FEB 18 1975
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

To: C. O. Fredrickson
Region Engineer
SALEM

SUBJECT: Siletz R. (Kernville) Bridge Sec.
Oregon Coast Highway
Lincoln County
Contract No. 7577

Attention: Gerald Wimer

In connection with your recent request I have restudied the contractors' request for a time extension on the subject project.

Regarding his request #1, the Extra Work in the State borrow area, I find that of the 53 days used in actual performance of the work there were 942 man-hours put in on the project, according to the contractor's payrolls, while 371 of these were used in the force account work. This would reduce that portion of my recommendation to $\frac{371}{942}$ X 53 = 21 days, making the new total recommendation for 10 + 45 + 21 = 76 days.

In connection with his request #2, objection to time charged during strikes, your letter of 7/24/73 noted that we could give further consideration to these charges in the event a time extension request was made. Further study of Willamette-Western payrolls for the period shows a peak of 486½ man-hours were employed for the week ending 7/1/73. The average for the 5 weeks (ending 6/17, 6/24, 7/1, 7/8 and 7/15) was 243.8 man-hours, and the average for the 3 weeks (ending 6/24; 7/1 and 7/8) was 373.8 man-hours. When these figures are compared with the round-number average of 1,000 man-hours per week employed per week before and after the strike period (see the roll chart enclosed), an efficiency range of some 25% to 40% is indicated for the time under consideration. On this basis I would recommend that (1-.375)x 8 = ~~3~~ 5 days be allowed on part 1 of this claim.

Though a similar averaging of 3 weeks (ending 8/5, 8/12 and 8/19) would indicate an efficiency of some 32% rather than the 60% utilized in my previous analysisof the second part of this claim, I would rather stay with the original recommendation of 3 days because this period was dissimilar in that it came after the end of the Operators' strike rather than in the middle of it.

Regarding his claim #3, for strike effects, considerable importance attaches to the date on which the new structure "would have been ready for traffic". In my original analysis I confirmed that the contractor's date of 7/28/73 appears reasonable. In arriving at that conclusion I considered a time period of 67 days, which carries until 10/28/73 and covers all work which I thought could interfere with traffic on the structure, including particularly pouring of the parapet rail. It also covered miscellaneous concrete finishing, completion of the deck seal near the parapet rail, pedestrian handrail installation, etc.. In reviewing the reports I find that the last transflex joint was installed on 9/28/73, and I believe that the rest of the work could have been done without interference with traffic which was initially restricted to the two center lanes. On this basis the date of June 28 from the contractor's chart, rather than the 7/28 date from his narrative, would seem reasonable, and my previous analysis would apply.

In connection with the contractor's claim # 4B, the 84-inch culvert, in my previous analysis I had based my recommendation on the prevention of early completion of the embankment, but had inadvertently failed to notice that the embankment construction did not actually begin until some seven weeks later, In view of this fact I would have to now recommend that no time be allowed on this item.

In addition to the current request, the contractor in an earlier request for time extension asked for 6 days between 12/8/71 and 12/14/71 on the basis that access was cut off to the bridge construction at the north end of the bridge because of additional dredging under PA #2. The request was subsequently denied. Since the work which was under way on both the structure and the grading portions of the project was work which could, and of necessity had to, be done during the winter season I recommend that the 6 days be allowed, per our previous recommendation. The project would have been 6 days further ahead in the spring except for the Extra Work and delay involved.

The contractor also previously requested, and was denied, extra time for delays caused by falsework damaged by the high water of January 11 and 21, 1972. Again no workdays were charged, but he was definitely set back by nearly a month. Our previous recommendation of 23 days for this claim should be reconsidered. I believe that at least part of the reason for denial of this request was in order to avoid any possibility of implying responsibility in a law suit which was pending at the time ober damage to adjacent private property by the drift. I do not believe that that reason is valid now, and recommend that the 23 days now be allowed on this item.

To summarize my current recommendations:

Request No.	Days requested	Recommend, Unit A	Recommend, Unit B
1	137	76	10
2	12	~~6~~ 8	~~6~~ 8
3	91	36	36
4A	5	3	3
4B	13	0	0
4C	7	3	3
4D	4	0	0
4E	15	15	15
4F	19	11	11
5	72	0	0
Added	(6)	6	6
Added	(17)	23	23
Totals	398	~~179~~ 181	~~113~~ 115
Excess days charged		200	25
Leaves days to assess liquidated damages		~~21~~ 19	0
Rate		$ 300	$ 200
Dollar value		$ ~~6,300~~ 5,700	0

All days considered on this request are independent of previous requests. ? Not the last 2 Hav J.B.

Your concurrence is solicited.

H. H. Patterson

H. H. Patterson
Resident Engineer

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

REGION 2 ENGINEER
RECEIVED
JAN 27 1975

Newport, Oregon
23 Jan 1975

To: C. O. Fredrickson
Regional Engineer
S A L E M

SUBJECT: Siletz R. (Kernville) Br. Sec
Oregon Coast Highway
Lincoln County
Contract No. 7577

Attention: Gerald Wimer

Submitted herewith are 5 copies of Form E-320 (time extension request) received from Willamette-Western Corporation, prime contractors on the subject project, together with 2 copies of their letter attachment. Submitted also are two roll charts used inthe study of this request.

My analysis and recommendation is as follows:

Request #1 -- (EWO #12)
This is presented in two parts - the first being for the time between ISSUANCE of work orders and COMMENCEMENT of work. My records show that EWO #12 and EWO #13 were written on 8/24/73; and approved copies were received on 9/13/73; supposedly the contractor would received approved copies the same date as I. This would increase the allegation from 255 days to 306 days, and a one-day reduction in the number of days not charged during this period (he was charged for 5/28/74) would make this portion of the claim actually 128 days rather than the 76 days requested. Actual time to perform the work between the dates shown is 53 days rather than the 61 days alleged, making the total claim 128 + 53 = 181 days, rather than 137. The forgoing, however, is moot because I see no merit in the claim on the basis stated.

I can more readily recognize basis under 108.09(b) of the Standard Specifications (failure of the State to act promptly) for the period from 9/18/72 to 9/13/73, a period of 360 days of which he was charged on 205 calendar work days, and the period from 9/13/73 to 4/22/74, (221 days, charged 77 days), 4/22/74 being the approval date of EWO #12A under which final disposition of the excess material in the State borrow area was made. An Extra Work Order (called #2) was written and submitted immediately on receipt of the contractors quotation. This order, however, was returned unapproved 11 days later due to the lateness of the season, and it was not until 9/13/73 that the contractor had an approved work order in hand, and even then was told not to proceed until we obtained the necessary permits, which we were subsequently unable to do. Though the first of these periods (360 days, charged 205) was excessively long, I do not feel any time extension is warranted because 1) the work was not intended to be performed prior to completion of the embankment south of the river, 2) said embankment construction was not completed in the fall of 1972, and 3) the contractor made no effort to start construction of the remaining embankment in the spring of 1973, but rather put it off until it became impossible due to strikes.

Of the second of these periods (221 days, charged 77), I feel that the first 67 days (to 11/19, which is the date that drilling was started in the north end of the borrow area), should not be considered because the contractor made no effort to perform any of the remaining embankment work under the contract. The remaining 10 days should be allowed under subsection 108.09(b). I further recommend that the 45 days charged between 4/22/74 and 7/16/74 be allowed because the material in the borrow area could not be worked due to its heavy clayey nature and saturated condition. The 53 days used in performing the work should be allowed under subsection 108.09(d), extra work, making the total recommended allowance under this item of 10 + 45 + 53 = 108 days, per the attached sheet.

portion
is actual
act work

It
have
suspension
May 28, 1974?

Request #2 -- (Objection to time charged during strikes.)
This also is presented in two parts:
Part 1, from 6/26 to 7/3/73, a period of 8 days, has already been officially protested and denied. Since time is of the essence of the contract, per Subsection 108.08, I recommend no days extension be allowed on the item.

review Stail
and Denied
E-377
consideration
one E-390

Part 2, from 8/6 to 8/12/73, was a one-week period following the laborers' strike and prior to the carpenters' strike. The weekly report indicates that he had 16 workers on the job that week (exclusive of supervisors) compared to 27 at the subsequent peak following the strikes. This would indicate an efficiency of 60% rather than the 40% alleged. On this basis I would recommend an extension of .40 x 7 = 2.8 or say 3 days.

Request #3 -- (Strike effects)
The time required to make the structure ready for traffic following the last (carpenters') strike was 67 days. Had no strikes occured, this 67 days would have extended until August 10. Presuming that a continuous operation would have provided a more stable work force and operation and that this together with more favorable weather conditions would result in better efficiency, the contractor's statement that "The new bridge would have been ready for traffic 7/28/73" appears reasonable. In view of the above, his time frame is in order, but of the 91 days requested he was only charged for 85 days. I would recommend that the full time be allowed on this item, but it should be noted that many of these days overlap with those recommended on item 1, leaving 36 days to be applied on this request.

16, 1973
Nov 20, 1973?
a — Contractor
starting graph
on 6-28-73
this claimed
days of
request?

Contractor only asks for 17
J.B

Request #4 A -- (Fill settlement.)
The record confirms that grading progress on the north approach embankment was in fact interrupted on my orders for the period claimed. I cannot, however, recommend full credit for the entire period because work on the south approach fill(aeration for removal of excess moisture) continued

without interruption, and the only effect on the structure work was a request to delay preliminary work on the north abutment, with which the contractor voluntarily complied. Analysis of bid prices shows grading work to be 49.7% of the original contract, and the weekly report for the week ending July 8, 1972, shows the structure and the grading both to be 52% complete. In view of the above, I recommend that the contractor be allowed 50% credit for the full period, or .50 x 5 = 2½ days increase in time for the subject item. I would further recommend that this be increased to 3 days in view of the prime contractor's cooperation in the scheduling of abutment work, even though there was plenty of float time on this work so that it did not actually affect completion of the project, in my opinion.

Request #4 B -- (84" Culvert pipe)
Records show that work on EWO#5 was started on 3/28/72 as claimed in the request, and was essentially completed on 4/12/72 except for a protective covering of Rock Embankment Material which was placed on April 26. Force Account work was done on 12 of the 13 days requested, and was prevented on the intervening days by adverse weather and tides, and the weekend. Status of the grading work on the project was such that placing of Rock Embankment Material (backfilling of the embankment foundation excavation) had been completed on 3/10/72, and common embankment construction had not yet begun due to the season. On the structure, they were getting around to excavating in the Pier 4 cell, which is the pier in the river nearest the south bank. Most of the structure work had progressed from the north bank but some work trestle had been built from the south bank and it was to this operation that the prime contractor was temporarily denied access. Photographs on record, however, show an access ramp had been constructed over the westerly end of the pipe by 3/31, approximately mid-day, judging from shadows in the picture. The contractor was, therefore, denied access for less than 4 days. In view of the above I recommend that additional time allowed for this request be limited to 4 days on the basis of the prevention of early completion of the fill. Conference with C. W. Elroy and with C. L. Groves verify that access to the structure was never interupted on this account.

ccess
[illegible] 7.1
why
4 days

Request #4 C -- (Extra Rock Embankment)
Study of the daily reports and diaries indicates that during the time period claimed the subcontractor was hauling common embankment material to the south approach fill (rather than Rock Embankment), but they also indicate that the fill had been brought to what was supposed to have been grade but which proved by clue line to be and average of 1.9 feet low. Subsequent levels run over slope stakes indicated about half of this amount to have been due to subsidence of the toe stakes, and the remainder from causes unknown, or errors by the contractors stake-hopper, etc. Grading at this time is listed on the weekly report as 61% complete, and the structure 70% complete; completion of the structure was not affected by this work. I recommend that any additional time be limited to 3 days on this item.

Request #4 D -- (4th July shutdown, 1974)
The contractor was not charged calendar workdays for the 5th and 6th, so the claim would be reduced to the remaining two days (7/1 and 7/2) for which he was charged. I can indeed sympathize with him in that it probably was not in the best interest of the contractor to mobilize personnel for a two day work week, but can recommend no relief under the terms of the contract.

Request #4 E -- (Remobilization)
Of the six requests (to the operator's union) attached by the contractor, only two fit the subject time frame, and these of course prove nothing by themselves. Contact with Mr. Cliff Quick of Local 701 of the Operating Engineers resulted in confirmation of difficulty which they had in filling requests following the strikes in 1973, though we did not discuss any of the specific requests alleged by the contractor. the weather conditions mentioned are not valid reason for a time extension. I would, however, recommend that the 15 days claimed on this item be granted on the basis of conditions beyond the control of the contractor.

Request #4 F -- (EWO #8 - Parapet Rail Resteel)
Chuck Elroy has studied and verified work on this order, and recommends extra time be allowed for the following dates in 1973: 4/2, 3, and 17th, 5/10, [illegible], 26, 27, 28, and 29, 7/2, and 3, and 8/31, a total of 11 days. He further recommended credit for dates of 6/25 and 7/17, but the contractor was not charged for these dates. I recommend 11 days time extension be allowed on this account on the basis of extra work.

Request #5 -- (Sign Post Material Delivery)
This item has been the object of extensive research by the writer. Through conversations with various individuals, within the Highway Division and without, I was put in contact by phone with Mr. Henry Williams, owner of City Galvanizers Co. at the time that these materials were allegedly ordered. In my early talks with Mr. Williams, I was unable to learn much of any value; he seemed more interested in discussing how much money was due his company on Spencer's account. This at first led me to believe that City Galvanizers did in fact have (or had at one time had) the material as alleged by Mr. Hager, and was possibly refusing to deliver it pending payment. Then on January 21, 1975, I again spoke with Mr. Williams on the phone at length. He had his files with him at that time and, during the course of the conversation, came across his original copy of Spencer's requisition number 835 (a print of the office copy is attached to the contractor's request) and read it to me. On the line labeled "Job" only the number 1-7 appeared on Mr. Williams' copy. Further discrepancies appeared in three of the four quantities in the "Description" section of the requisition. The numbers that Mr. Williams read to me corresponded exactly with the numbers of pounds quoted in Mr. Hager's letter dated November 30, 1971, on City Galvenizers' letterhead, for the Jumpoff Joe Creek job only. (14,025 lbs Breakaway Sign Posts; 1,490 lbs Structure Mounts; 1,420 lbs Single Sign Supports and 1,060 lbs Double Sign Supports.) This tells me that Spencer did not in fact order the materials

from City Galvanizers as he has claimed throughout the contract, and further that he has actually gone to the trouble to manufacture false evidence to support his contention. (After digesting this thought, it really doesn't surprise me too much.) In view of the deceit uncovered, I believe the real cause of the delay in material delivery to be the fault of the contractor and recommend no time extension be allowed on this item.

In summary I recommend the following time extension be allowed on the subject contract:

No.	Item	Requested	Allow
1.	EWO #12	137	108
2.	Strike Time	12	3
3.	Strike Effects	91	36
4.A	Fill Settlement	5	3
B	24" CMP	13	4
C	Extra Embankment	7	3
D	4 July Shutdown	4	0
E	Remobilization	15	15
F	EWO #8	19	11
5.	Material Delivery Delays	72	0
	Totals	375	183

Are these days overlapping
or independent of previous ext?

2) When does this carry to?

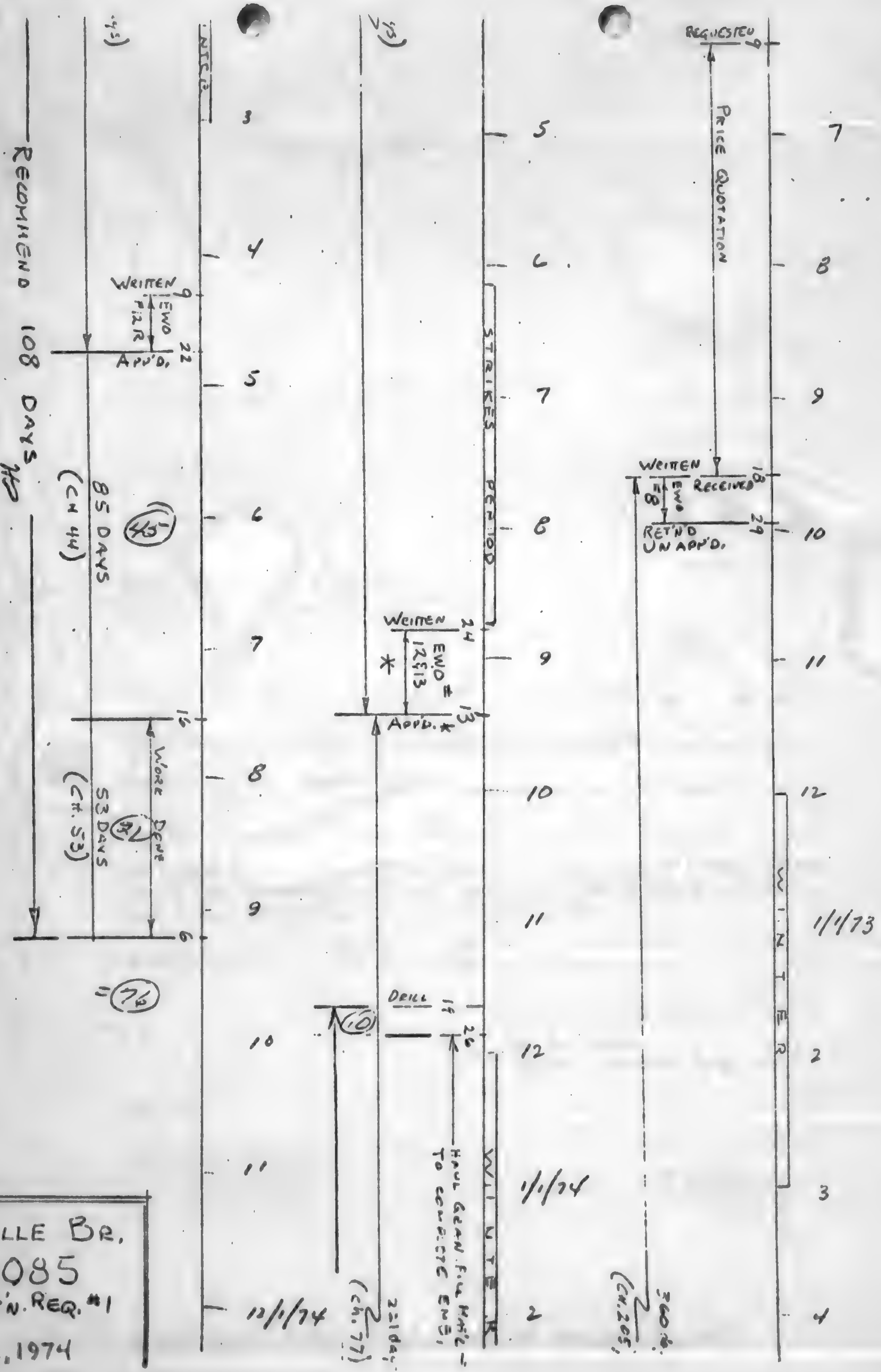
3) Remaining time charge
and dollar value

4) Effect on other portion project (b)
Send last para first page Mathisons 11-19-74 letter request it be considered

5) Should we reconsider first two
items from previous request

H. H. Patterson

H. H. Patterson
Resident Engineer


RECOMMEND 108 DAYS
'75)
WRITTEN 9
EWO F.I.R
APP'D. 22
85 DAYS (CH 44)
45
15
WORK DONE
53 DAYS (CH. 53)
31
6
= 76
3
4
5
6
7
8
9
10
11
12/1/74
'73)
WRITTEN 24
EWO # 12&13
*
APP'D. * 13
DRILL 19
26
10
HAUL GEAR FILL MAT'L TO COMPLETE END,
221 day,
(CH. 77)
STRIKES PERIOD
WINTER
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6
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10
11
12
1/1/74
2
REQUESTED 9
PRICE QUOTATION
WRITTEN
RECEIVED 18
EWO 11 8
RET'N'D UNAPP'D. 29
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(CH. 205,
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12
1/1/73
2
3
4

ERNVILLE BR.
21-1085
ME EXT'N. REQ. #1
-DEC, 1974

7577

R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

BERT W. STRAUB
GOVERNOR

F. B. KLABOE
dministrator of Highways

April 8, 1975

RECEIVED
APR 16 1975
Office of ~~Assistant~~ State Highway Engineer
4-16-75
C. Keasey
Church

RECEIVED
STATE HWY ENGR
APR 16 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

R D Church
C. T. Keasey
Construction Engineer

Request Contract Acceptance
Federal Aid Project No. F-RF-110(9)

Contract 7577 Work Completed March 4, 1975

Project Siletz River (Kernville) Bridge

Highway Oregon Coast

County Lincoln

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date March 4, 1975

for G. L. Green
Oregon Division Engineer

RDC:ljt

cc: F. B. Klaboe
C. T. Keasey
R. D. Church

NOTED
H.S. COULTER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#7577

R

K

XX

NOTED
H. S. COULTER

10 19 Lincoln Oregon

(See below)

03-14-75 P. V. Riedl, Area Engineer, FHWA F-RF-110 (9)

Satisfactory Unsatisfactory 134 100

Siletz River (Kernville Bridge Section)
Oregon Coast Highway
Grading, Paving, Structures, and Signing

A final inspection was held on this project on March 14, 1975 with the following people in attendance:

Gerry Wimer, OSHD, Region II Construction Engineer
H. H. Patterson, OSHD, Resident Engineer
Jim Valentine, OSHD, Region Utility Engineer
P. V. Riedl, FHWA, Area Engineer
Representatives of the contractor and subcontractor

A pre-final inspection was held on September 4, 1974 and it was found that a number of items were remaining to be accomplished before the project would be considered as complete. This consisted basically of cleanup and placing the signs and replacing the curb.

This work was completed on March 4, 1975. Liquidated damages in the amount of $65,600 have presently been assessed, however, the contractor has requested an extension of time. This is presently being reviewed for justification.

The materials incorporated into the project are in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

cc: OSHD (H. S. Coulter) ✓
FHWA (Washington, D. C., HHO-32)

RECEIVED
APR 7 1975
Office of
Assistant State Highway Engineer

PVRiedl:kmb

4-7-75
[illegible]

COPY SENT
APR 02 1975
Washington

1577

R

Claim #4920

FILED
MAR 21 1975
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON 1859

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

March 20, 1975

Oceanlake Sand and Gravel Co.
2300 S.E. Highway 101
Lincoln City, OR 97367

Attention: T. W. Cowgill
President

Gentlemen:

H. H. Patterson has forwarded to us a copy of your recent letter advising him that S. D. Spencer and Sons owes you for materials in the amount of $26,074.47 and Willamette-Western Corp. owes you $2,285.44.

From the description given in your letter, this appears to be in reference to the Willamette-Western Corporation Contract No. 7577 for work on the Siletz River (Kernville) Bridge Section of the Oregon Coast Highway in Lincoln County.

The General Insurance Co. of America furnished the performance bond on this contract. We will advise them of the receipt of this claim letter and we will forward it to the Secretary of State for filing.

Please let us know when your claims have been satisfied.

NOTED ON CARD
[illegible] - 3/28

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

RECEIVED
MAR 24 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:ikn

cc Willamette-Western Corp.
P. O. Box 2045
Lincoln City, OR 97367

General Insurance Co. of America
1500 S.W. 1st
Portland, OR 97201

Hon. Clay Myers - Please acknowledge receipt of the [illegible] on the enclosed copy of this letter.

7577

R

Claim # 4918

FILED
MAR 21 1975
CLAY MYERS
SECRETARY OF STATE

RECEIVED
MAR 21 9 29 AM '7
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

March 20, 1975

Oceanlake Paving Co.
2300 S.E. Highway 101
Lincoln City, OR 97367

Attention: T. W. Cowgill
Secretary-Treasurer

Gentlemen:

This is to acknowledge receipt of your recent letter to H. H. Patterson informing him that S. D. Spencer and Sons owes you $2,819.71.

This appears to be in reference to the Willamette-Western Corp. Contract No. 7577 for work on the Siletz River (Kernville) Bridge of the Oregon Coast Highway in Lincoln County.

The General Insurance Company of America furnished the performance bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it. We will advise them of the receipt of this claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

NOTED ON CARD
— 3/28

CWH:fkn
cc Willamette-Western Corp.
P.O. Box 2045
Lincoln City, OR 97367

RECEIVED
MAR 24 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

General Insurance Co. of America
1500 S.W. 1st
Portland, OR 97201

Hon. Clay Myers - Please acknowledge receipt of the attached claim letter on the enclosed copy of this letter.

FORM 81-7 16-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
March 13, 1975

Routing
Kensey
Bond
Harwood
Johnsen
Walker
RECEIVED
MAR 14 1975
CONSTRUCTION
SECTION
Scofield
Glenn
Berg

FILE: 21-1085

FROM: G. W. Wimer
REGION 2 CONSTRUCTION ENGINEER

TO: John Bond
CONSTRUCTION ADMINISTRATION ENGINEER

SUBJECT: Supplier's Claims
Kernville Bridge Project
Oregon Coast Highway
Contract 7577

Attached are February 25 and March 10, 1975, letters from T. W. Cowgill of Oceanlake Sand and Gravel making claim against the subject project. Also, Resident Engineer H. H. Patterson's March 11, 1975, letter of transmittal.

Please have these claims filed against the project in the usual manner.

GWW/db
Attachments (3)
cc: Willamette Western Corp.
Attn: Frank Warren

Oceanlake Paving Co.
Attn: T. W. Cowgill

H. H. Patterson

FORM E-30X—50M—7-66

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

21-1085

Newport, Oregon 97365
March 11, 1975

SUBJECT: Suppliers Claims
Siletz R (Kernville) Br.
Contract No. 7577

To: C. O. Fredrickson
Region Engineer
Salem

Attention: Gerald Wimer

Submitted herewith for forwarding to the proper offices are the following listed claims, received at this office for registration against the subject project:

To Supplier	Amount owed by (W-W Corp)	Amount owed by (S.D.Spencer)
Oceanlake Paving Co.		$ 2,819.71
Oceanlake S & G Co.	$ 2,285.44	26,074.47

H. H. Patterson

H. H. Patterson
Resident Engineer

CEANLAKE SAND AND GRAVEL CO.
2300 SE HWY 101, LINCOLN CITY, OREGON 97367
PHONE 994-3621

March 10, 1975

Oregon State Hwy. Dept.
Newport, Oregon

ATTN: H.H. Patterson
253 N.E. 1st Street

Dear Sir:

This letter is to inform you that Oceanlake Sand and Gravel Co. as of March 5, 1975 has monies owed to us by the following firms for materials supplied on the Kernville Bridge project.

S.D. Spencer & Sons	$26,074.47
Willamette Western Corp.	2,285.44

Please keep us advised when final settlement will be projected for this project.

Sincerely yours,
Oceanlake Sand & Gravel

T.W. Cowgill
President

TWC:el

RECEIVED
MAR 18 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
MAR 10 1975
OFFICE OF
RESIDENT ENGINEER
NEWPORT, OREGON

7577

CEANLAKE PAVING CO.
2300 SE HWY 101, LINCOLN CITY, OREGON 97367
PHONE 994-3500

February 25, 1975

Oregon State Highway Department
253 N. E. 1st Street
Newport, Oregon

Attn: H. H. Patterson

Dear Sir:

This letter is to inform you that as of February 25, 1975, Oceanlake Paving Co. has monies owed by S. D. Spencer and Sons for work performed on the Kernville bridge project in the amount of $2,819.71.

Please advise when final settlement will be transacted for this project.

Sincerely,

OCEANLAKE PAVING CO.

TWCowgill

By T. W. Cowgill
Secretary-treasurer

TWC:mp

RECEIVED
MAR 18 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
MAR 10 1975
OFFICE OF
RESIDENT ENGINEER
NEWPORT, OREGON

7577

RECEIVED
STATE HWY ENG
OCT 21 74
REFER to Coulter
FOR

Info	Invs	R/D	Dir	Sign	Act	File
☒						

NOTED
H.S. COULTER

October 18, 1974
Serial Letter #118

Oregon State Highway Department
P.O. Box 37
Newport, Oregon 97365

Attention: Mr. H.H. Patterson

RE: Siletz River (Kernville) Bridge
O.S.H.D. Contract #7577

Gentlemen:

We are in receipt of your letter of October 17th, 1974, wherein you return the forms we submitted for a Request in the Number of Workdays to Complete the Contract.

You advise that the forms are returned because we failed to fill out specific dates.

Please be advised that we cannot apply specific dates as the Oregon State Highway Department continues to measure work days and we, the Contractor, have no idea as to when this day count will stop.

If your Department will please concede to the fact that the contract is uncomplete for reasons beyond the control of the Contractor, and cease counting work days, then we can ascertain a definite date to apply a specific number of work days required for a time extension.

You also advise us that our requests for time extension are vague in nature. It is our opinion that the majority of our reasons for request are complicated and because of current conditions unique. It is our desire to furnish the State whatever is required to substantiate our reasons for a time extension, but we feel this cannot be accomplished by continuing to exchange multitudes of meaningless correspondence.

QEJ

We have continually stressed our desire to meet with the State in order that we may explain our position and hopefully determine what is required of us to then present our case in a satisfactory manner. Will you please advise us whether or not you agree that such a meeting would be beneficial and if so advise when we can, in the immediate future, have such a meeting.

Our original forms as previously submitted, are enclosed herein.

Very truly yours,

WILLAMETTE-WESTERN CORPORATION

A. B. Wilkinson
Vice President & Division Manager
Heavy Construction Division

ABW:kdl
Enclosures

cc: Mr. Fred Klaboe
Mr. John Bond
Mr. Gerald Wimer

#7577

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

October 2, 1974

FROM: for Al Harwood
Construction Field Engineer

SUBJECT: Siletz River Bridge

TO: THE FILES

On September 30, 1974, Mr. Gordon Heintz of HS6 Company called concerning the transflex joints on the subject project. He asked what the problem was. I told him verticle joint between rubber and concrete not filled and/or sealed in several locations. He indicated this joint should be filled by "squirting in some sealer". He will be in the area and will contact me to arrange an on site inspection.

I indicated I was not too concerned since the joint does not appear to be leaking but wanted a good installation and would depend on his suggestions.

Within 5 minutes Tony Wilkerson called concerning the joints and getting time stopped. Told him not much could be done about stopping time until "new pay work", which in this case was permanent signing, had been completed. Suggested he get time extension request in. As for joints, told him concrete had been spilled behind tranflex in several locations and attempts at repair had been rather haphazard. Also, the Rep. from HS6 had called and I reviewed our discussion for Tony. Told Tony I was not trying to be hard nose, but wanted what the industry considered a good job.

AH:mk

cc: C. O. Fredrickson

#7577

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
STATE HWY ENGR
SEP 30 '74
REFER TO
Coulter

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: September 26, 1974

In reply refer to: 1041DB

9-30-74
orig. to V. Gallagher
cy Keasey

SUBJECT: Oregon Project F-RF-110(9)
Siletz R. (Kernville) Bridge

FROM: G. L. Green, Division Engineer

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Keasey's letter dated September 13, concerning State Force Order Number 9.

The use of State Forces is approved as being in the public interest under provisions of PPM 21-6.2 (Volume 6, Chapter 4, Section 1, Subsection 6 of the Federal-Aid Highway Program Manual) for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.
3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

NOTED
H.S. COULTER

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

The estimated total costs of the work to be done under this order is $8400 with Federal participation of $5040. A signed copy of the order is returned herewith.

J. K. Hossner
G. L. Green

Enclosure
State Force Order No. 9

cc: Region (10-00.05) (2 cys)
w/2 cys OSHD Ltr. & 1 cy SFO

Form A-109 (Rev. 6-70)

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7577 ✓

Order No. 9 ✓

Section Siletz R. (Kernville) Br. ✓ Date 27 Aug, 1974

Highway Oregon Coast F.A.P. No. F-RF-110(9) ✓

County Lincoln Prefix 21-1085 ✓ Account No. 234-09 ✓

Description of Work To Be Done:

Construct horizontal subsurface drains, and the necessary surface drains to prevent erosion. Work to be performed by State forces.

Approval Recommended as of Approval Recommended

9-9-74

Location by Station Numbers:

45 to 58 (State borrow area)

Estimate of Quantities and Costs:

Materials	$2,000
Labor	4,400
Equipment Rental	2,000
Total	$8,400

APPROVED EFFECTIVE DATE 9-9-74
Contingent upon modification of project agreement if additional funds are required
BY G. K. Hossner
G. K. Hossner
TITLE Dist. Engineer
DATE 9-26-74
FEDERAL HIGHWAY ADMINISTRATION

Explanation:

Contract work is essentially completed. State is better equipped to do this work than is the contractor.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$4,999,697.06
Present estimate of project cost, including $ 8,400.00 for work under this order	$4,806,461.94
Expected under-run ~~over-run~~ (amount)	$ 193,235.12
Expected under-run ~~over-run~~ (per cent)	3.9

Space to right of this line is for use of Salem Office

Submitted by: W. W. Patterson ✓
Resident Engineer

Approval Recommended:
For Construction Engineer or Bridge Engineer

Approval Recommended: ✓
Regional Engineer

Approved: ✓
Construction Engineer

cc: Materials, Zitzewitz

AR

7577

7577

September 13, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. F-RF-110(9)

FROM
C. T. Keasey
Construction Engineer

SUBJECT Request Change Order Approval

Contract 7577 , State Force Order No. 9

Project Siletz R. (Kernville) Bridge

Highway Oregon Coast

County Lincoln

This change order, in the amount of $8400.00 provides for installation of horizontal drains in the State borrow area. This area is interspersed with blue clay pockets and a slide did occur in the winter of 1972-73. The work will be performed by State geolofy crew qualified for this type of work.

The estimated cost of the work is $8400.00 with Federal participation of $5040.00.

Your approval as of September 9, 1974 is requested.

Attach.

7577

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, OR
September 5, 1974

FROM: Allan C. Harwood
Construction Field Engineer

SUBJECT: Siletz River Bridge
Contract # 7577

TO: THE FILES

Inspection of subject project September 4, 1974.

This was a preliminary final inspection. Present were Wimer, Patterson, Wallace, Backstrand, Riedel, and contractor personnel.

Considerable clean up work remains, in form of slope shaping, removal of large rocks, removal of re steel, scrap iron, plastic sheeting, etc..

Seeding and mulching of barrow areas not complete. Permanent signing not installed.

Question of low strength concrete in curb to be resolved. Recommend a substantial penalty be assessed.

Recommend sealing between travaflex joints and concrete. No sign of leaks yet but sealing would reduce possibility of future leaks.

I feel not completing Type III finish of piers was a mistake.

When clean up, seeding and signing is complete and a satisfactory solution to low concrete strengths in curb is arrived at, I would recommend acceptance of the project.

ACH:mk

cc: Jerry Wimer

7577

"Helping Build the West"

W

WILLAMETTE-WESTERN CORPORATION Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503 · 285 · 9111 · Cable Address: WILDWEST

August 8, 1974

JOB DESCRIPTION: Siletz River (Kernville)
Bridge Section of the Oregon Coast Highway
in Lincoln County

CONTRACT NO: 7577

WILLAMETTE-WESTERN REFERENCE: No. 8773

Oregon State Highway Division
Highway Building
Salem, Oregon 97301

Gentlemen:

Arrangements have been made with Safeco Credit to advance money to Willamette-Western Corporation on the captioned project.

It is, therefore, our desire that all monies now due, or hereafter becoming due, on the captioned project, be deposited in a Trust Account located at U. S. National Bank of Oregon. We hereby direct that all further contract payments be made payable to and mailed to the following:

Willamette-Western Corporation
Trust Account No. 408-005
Post Office Box 4500-11
Portland, Oregon 97208

This request is irrevocable and may be changed or revoked only with the consent of Safeco Credit, Seattle, Washington.

We are enclosing herewith an extra copy of this letter with the request that you acknowledge thereon that all further proceeds on the above project will be sent as herein directed. Then return the signed copy of this letter to Willamette-Western Corporation.

Very truly yours,

WILLAMETTE-WESTERN CORPORATION

JRMcGuinn
J. R. McGuinn
Vice President-Finance

We agree that all further payments will be sent to U. S. National Bank according to your instructions above.

OWNER
BY RJHask
ITS Asst Systems Officer
DATE 8/14/74

RECEIVED
AUG 1 6 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

NOTED ON CARD
8/14/74
fr

WILLAMETTE TUG & BARGE CO.
WILLAMETTE HI-GRADE CONCRETE CO.
WESTERN-PACIFIC DREDGING CORP.
WESTERN-PACIFIC PILEDRIVING CO.

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams
Submarine Pipelines • Land Reclamation • Marine Construction • Piledriving • Intakes and Outfalls • Land and Water Substructures
Readymix Concrete • Sand and Gravel • Crushed Rock • Fill Material • Truck-Rail-Barge Delivery • Septic Tanks

#7577

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (oan)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

3271
Serial 422
22 July 1974

Oregon State Highway Division
Attention: Mr. E. S. Hunter
Assistant State
Highway Engineer
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER
CC Hunt
7-25-74

Re: Siletz River bridge plans.

Gentlemen:

Your letter of June 3, 1974, requesting a review of your previous request to approve "as-built" drawings has been received and referred to the Office of the Commandant of the Coast Guard in Washington, D.C. This command has been instructed to inform you the Coast Guard has no objection to the bridge as built. A copy of the plans will be kept in the permanent record.

Sincerely,

R. V. HACKNEY
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

RECEIVED
JUL 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7577

9

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 13, 1974

NOTED
E. S. HUNTER

RECEIVED
JUN 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

U. S. Coast Guard
Commander (OAN)
13th Coast Guard District
618 Second Avenue
Seattle, WA 98104

Dear Sir:

Siletz River Bridge at Kernville, Oregon
Oregon Coast Hwy.
Bridge Permit 174-70
Contract 7577
Removal of Old Structure

This is to advise you that in accord with Item 4 of Bridge Permit 174-70 for the Siletz River Bridge the old US Highway 101 Bridge has been removed.

The waterline footing on the north shore was left in place as an erosion prevention measure. The bank at this point is stable with the footing in position, and it is believed that removal of the footing may cause a situation which could result in erosion of the shore line.

Attached is a letter dated April 9, 1974, from the Corps of Engineers indicating they have no objection to leaving this footing in place. We submit this letter as an alternate to actual removal of the footing and believe it along with removal of the remainder of the old structure constitutes compliance with the requirements of the bridge permit.

Our resident engineer has conducted a wire drag of the river bottom in the areas of both the old and new structures and found that all debris from the bridge removal and bridge construction has been removed from the river. Concurrent divers' inspection substantiated this finding.

All work on this project except some paving and guardrail on the approaches has been completed. You will be notified upon completion of all work.

Very truly yours,

Walter J. Hart
Bridge Engineer
By
ORIGINAL SIGNED
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attach.

cc E. S. Hunter w/attach.
C. Keasey w/attach.
C. Elroy w/attach.
H. H. Patterson w/attach.

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-RF-2

9 April 1974

Oregon State Highway Division
Bridge Division
State Highway Building
Salem, Oregon 97310

ATTN: Mr. Bob Ellison

Gentlemen:

In response to an inquiry by Mr. Ellison of your department concerning the Highway 101 Siletz River bridge, we offer the following:

By terms of the U. S. Department of Transportation permit issued to the Oregon State Highway Division for construction of the new Siletz River bridge, the old bridge was to be removed in its entirety. Mr. Ellison's inquiry was, "Would the Corps of Engineers object if all the old bridge was removed except for the 8 foot height foundation wall at the north end of the bridge?".

Mr. Ellison's question was posed to the different departments within the Portland District and it was concluded that we would not object to leaving the north pier foundation in place. The north pier appears to offer no obstruction to navigation, and its removal would probably be detrimental to the stability of the bank line in the immediate area. Removal of the foundation would require unnecessary excavation and subsequent riprap to accomplish the same end that the foundation now serves.

Sincerely,

A J Heineman
A. J. HEINEMAN
Chief, Navigation Division

RECEIVED
APR 17 1974
BRIDGE DIVISION

#7577

June 3, 1974

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Siletz River Bridge, Kernville, Oregon
Oregon Coast Highway
Bridge No. 9906, Contract No. 7577
"As Built" drawings
Coast Guard approval

Your serial letter 296 regarding the subject project returned our "As Built" drawings without approval. This action is not acceptable to the Oregon State Highway Division and is not in keeping with the spirit of previous communications.

Early in the life of this construction project it became apparent that the original permit drawings did not cover several incidental items of work to be done in connection with approach construction. On March 23, 1973, three drawings updating and clarifying the work to be done were sent to you with the request that one sheet be substituted for one of the original drawings and that two sheets be added to the original drawings. At the same time, two drawings were included showing additional work not contemplated under the original contract and not then completed. Approval of this additional work was requested.

Your letter of April 25, 1973, acknowledged receipt of the drawings, indicated that the work was considered minor in nature, requested that "As Built" drawings be submitted after completion of the work, and stated no other action was necessary at the time. We considered this to be tacit approval of our updated drawings and our requested additional work. The project progressed accordingly and upon completion of the work "As Built" drawings were sent to you for approval. You subsequently returned the drawings without approval.

By your not approving the drawings you place the State Highway Division and the Siletz River Bridge project in the same untenable position we are now experiencing with the Skipanon River Bridge at Warrenton, Oregon. As you are aware, similar circumstances surrounding the Skipanon River Bridge has resulted in an order from your Washington office that we perform certain work on the structure or be liable for fine. To point out the similarity of circumstances, I quote from a letter dated January 17, 1966 written by the Corps of Engineers relative to the Skipanon River Bridge, "...after-the-fact approval of this bridge will not be granted as the possibility exists that greater navigation clearances or more prompt opening of the navigation span may be required in the future. No action will be taken at this time on the removal or alteration of this bridge which was modified without prior approval..."

This lack of action on your part has put us in the position of being in violation of the bridge permit and subject to your current demand to rebuild to permit compliance regardless of the economics of the situation.

I am sure you can see the similarity and understand that we cannot tolerate the possibility of being forced into a similar untenable situation at the Siletz River Bridge in the future.

Under the circumstances we must again request your approval of the "As Built" drawings for the Siletz River Bridge.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RWE:dh js

bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
C. O. Fredrickson w/att.
C. Elroy /att.

#7577c

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (oan)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

3271
Serial 296
17 May 1974

Oregon State Highway Division
Attention: Mr. E. S. Hunter
Assistant State
Highway Engineer
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER
cc Hunt
Fredrickson
5-22-74

Re: Siletz River Bridge

Gentlemen:

The Coast Guard issued a permit on 19 March 1971 approving plans for a new bridge across the Siletz River at Kernville, Oregon. Site inspections during the construction period revealed several locations where the work differed from the approved drawings and also other locations where the new work was not indicated on the approved drawings.

Special Condition No. 1 of the permit states:

> "No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant."

Oregon State Highway Division submitted such drawings in response to a request from this office.

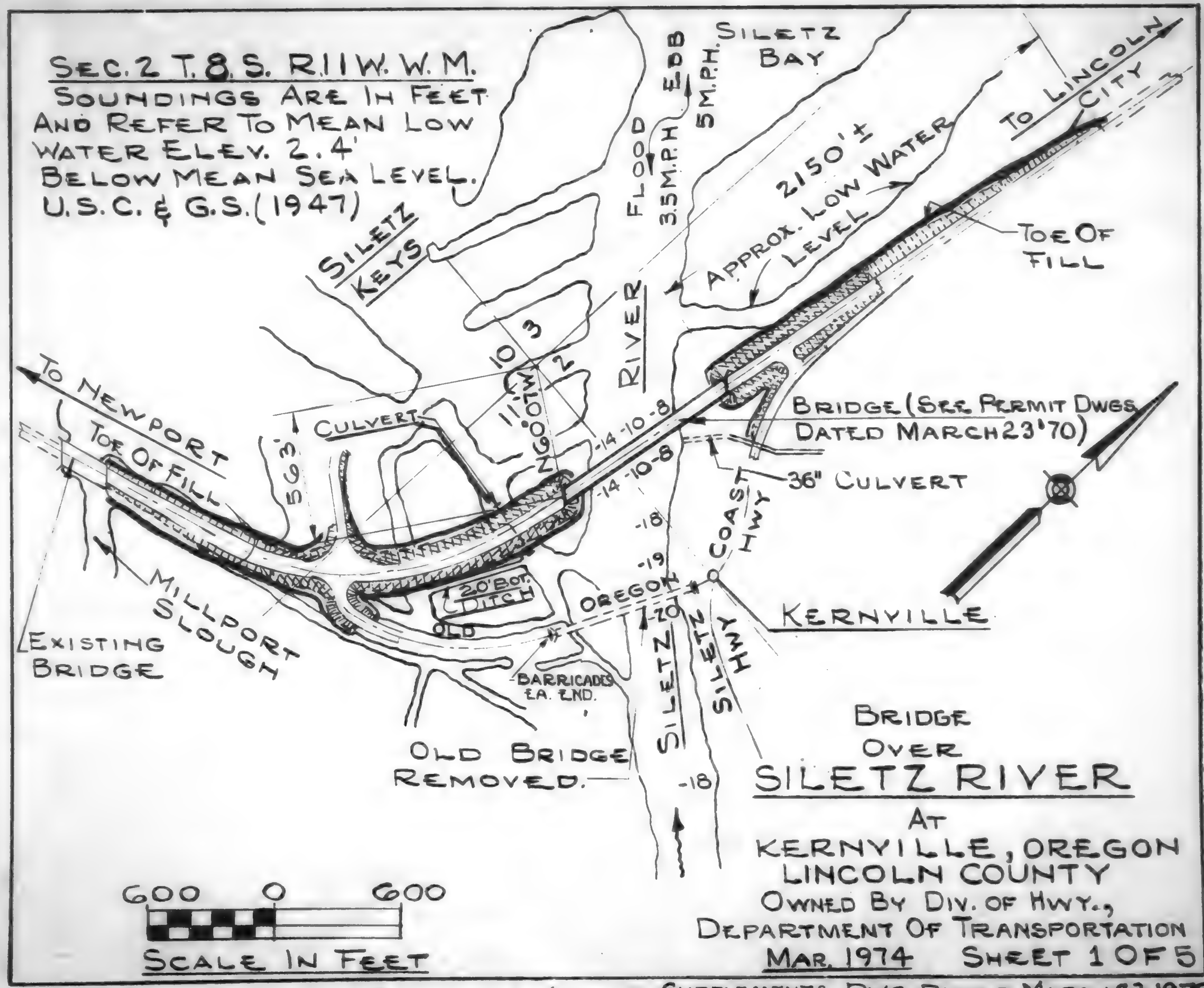
The Commandant has returned the drawings without approval. The deviations shown in the as-built drawings are noted without objection and will be made a part of the case record.

Sincerely,

R. V. HACKNEY
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

RECEIVED
MAY 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Encl:
(1) As-built drawings of
Siletz River Bridge
U.S.-101

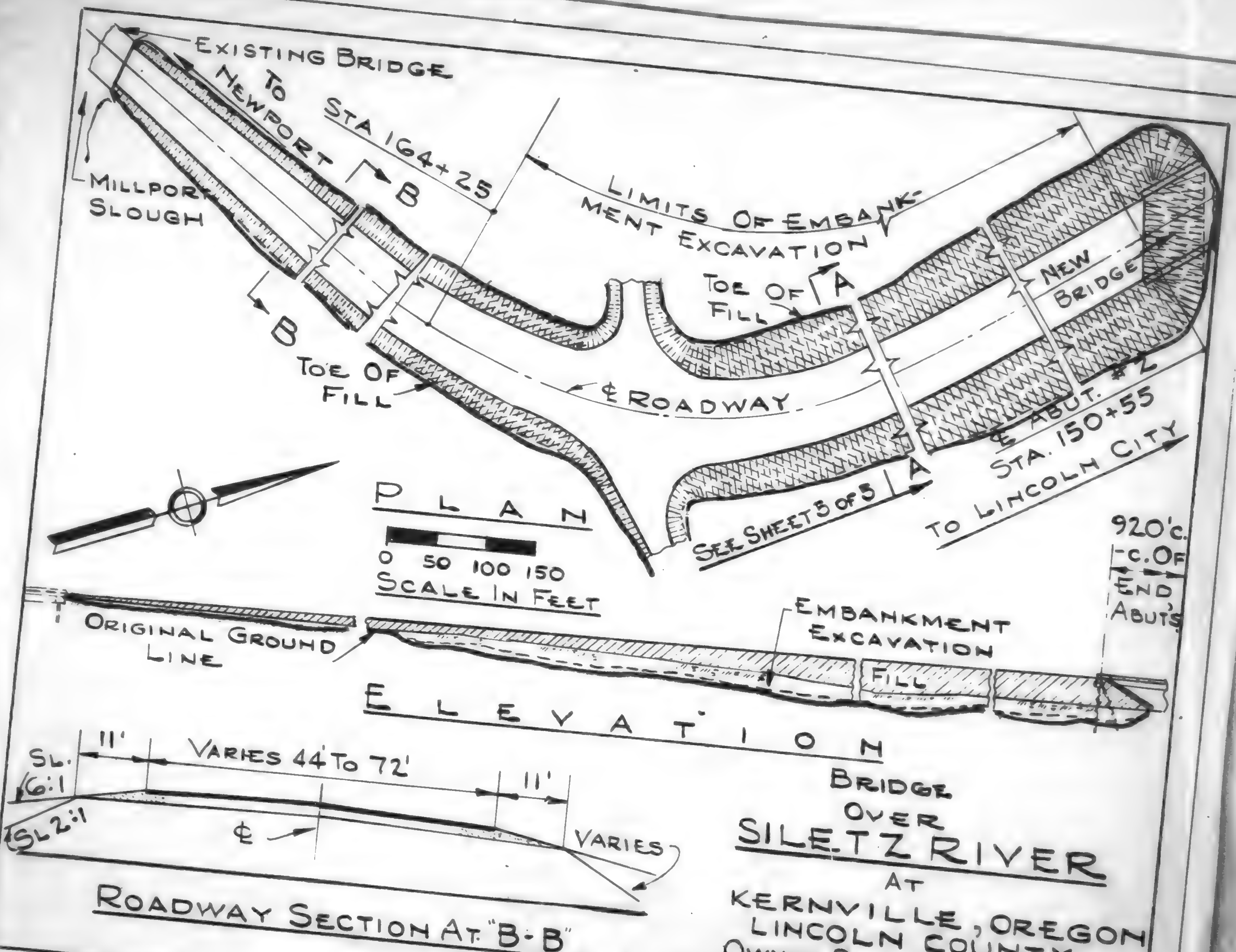


Siletz Bay
Ebb 5 M.P.H.
Flood 3.5 M.P.H.
To Lincoln City
2150' ±
Approx. Low Water Level
Toe Of Fill
Siletz Keys
River
10
3
2
11'
N60°07'W
To Newport
Toe Of Fill
563'
Culvert
Bridge (See Permit Dwgs Dated March 23 '70)
-14 -10 -8
-14 -10 -8
36" Culvert
-18
-19
-20
-18
Coast Hwy
Oregon
20' Bot. Ditch
Old
Kernville
Millport Slough
Existing Bridge
Barricades Ea. End.
Siletz
Siletz Hwy
Old Bridge Removed.
600 0 600
Scale In Feet

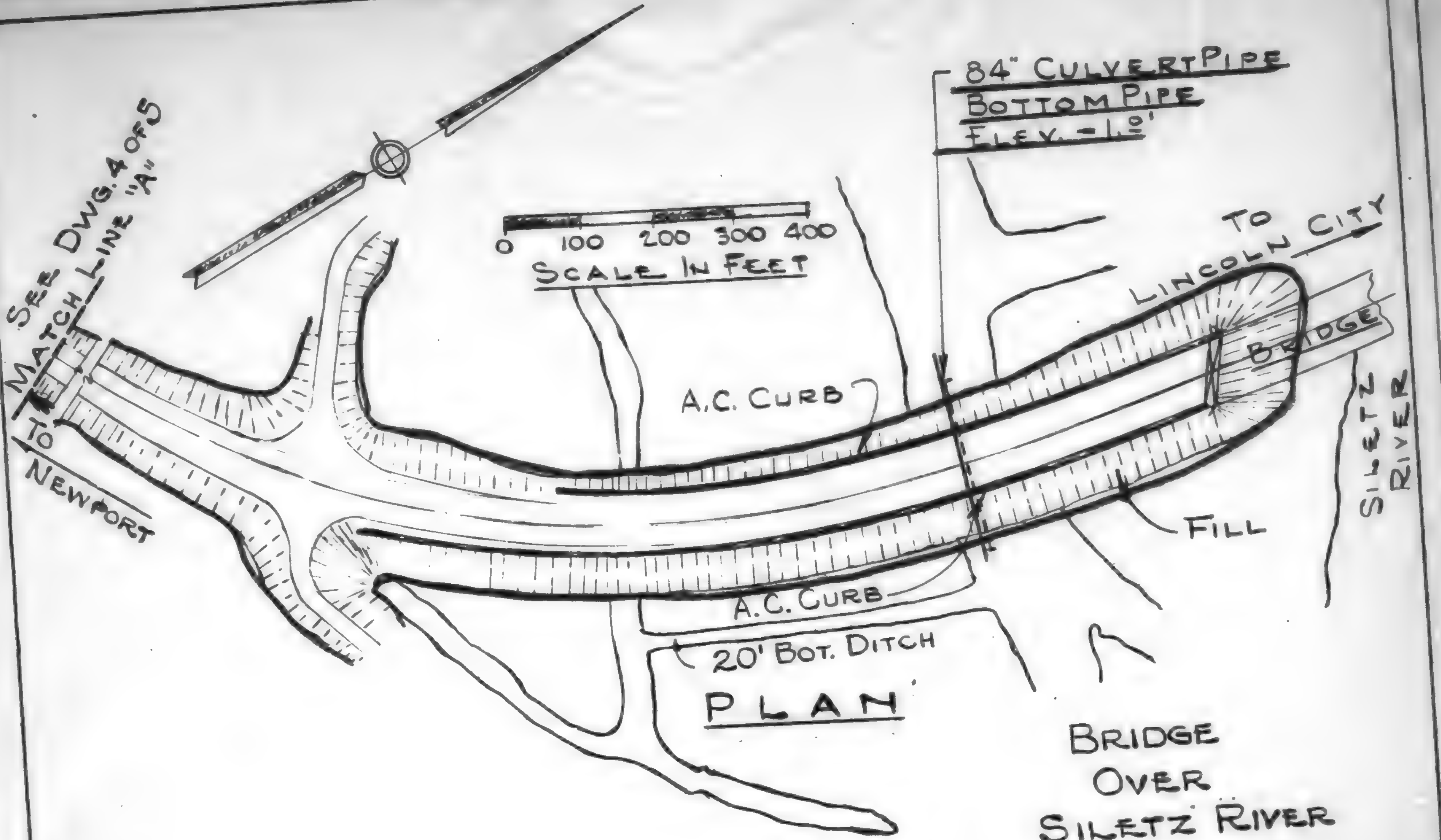
Sec. 2 T. 8 S. R. 11 W. W. M.
Soundings Are In Feet
And Refer To Mean Low
Water Elev. 2.4'
Below Mean Sea Level.
U.S.C. & G.S. (1947)

Bridge
Over
SILETZ RIVER
At
Kernville, Oregon
Lincoln County
Owned By Div. of Hwy.,
Department Of Transportation
Mar. 1974 Sheet 1 OF 5

Supplements Dwg Dated March 23, 1970


Existing Bridge
To Newport
Millport Slough
Sta 164+25
B
B
Limits of Embankment Excavation
Toe of Fill
Toe of Fill
A
A
New Bridge
℄ Roadway
℄ Abut. #2
Sta. 150+55
To Lincoln City
See Sheet 3 of 3
PLAN
0 50 100 150
Scale in Feet
920' c.-c. of End Abut's
Original Ground Line
Embankment Excavation
Fill
ELEVATION
SL. 6:1
SL 2:1
11'
Varies 44' to 72'
11'
℄
Varies
ROADWAY SECTION AT "B-B"

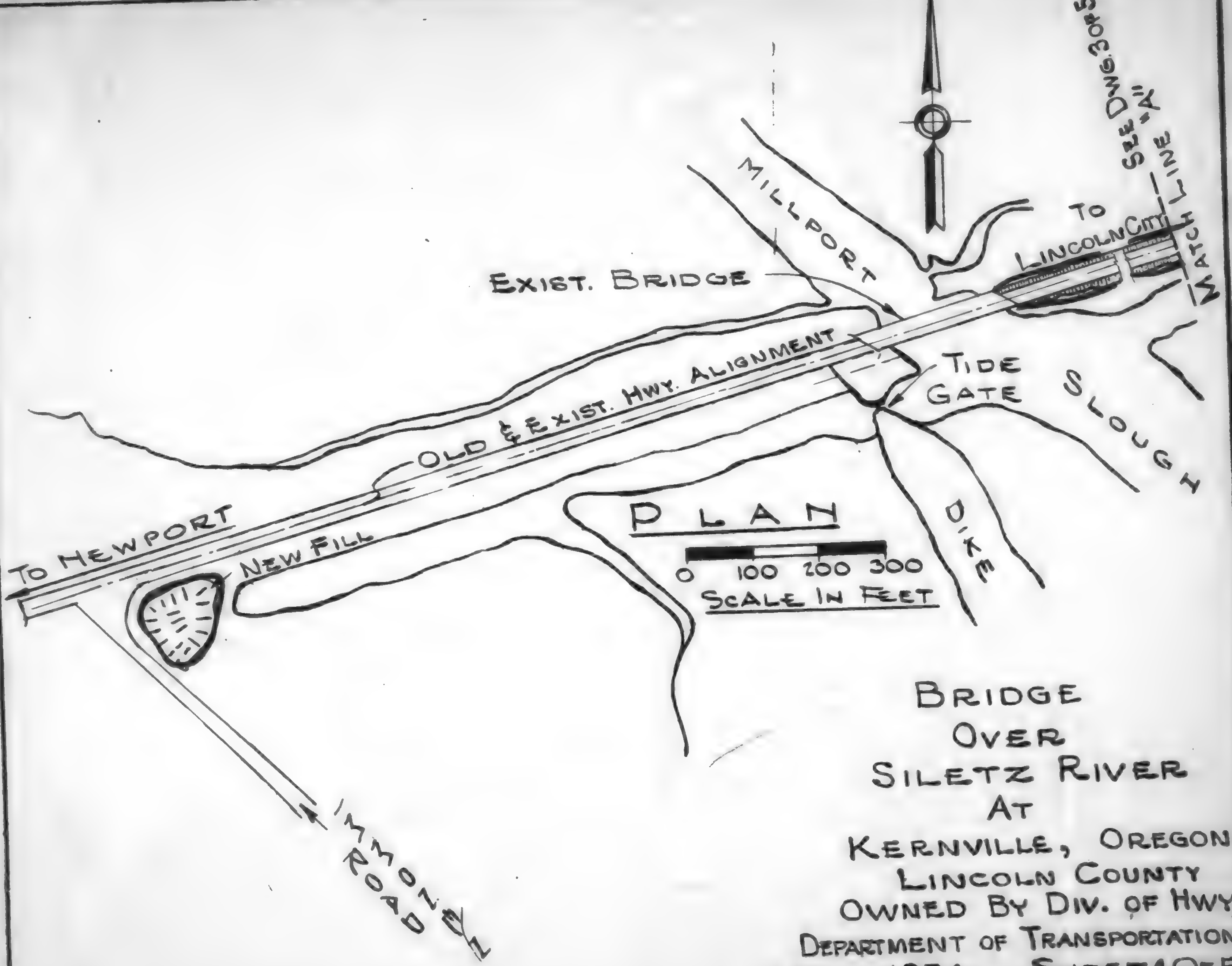
BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
OWNED BY DIV. OF HWY.,
DEPARTMENT OF TRANSPORTATION
MARCH 1974


SEE DWG. 4 OF 5
MATCH LINE "A"
TO NEWPORT
0 100 200 300 400
SCALE IN FEET
84" CULVERT PIPE
BOTTOM PIPE
ELEV. -1.0'
TO LINCOLN CITY
BRIDGE
SILETZ RIVER
A.C. CURB
A.C. CURB
FILL
20' BOT. DITCH

PLAN

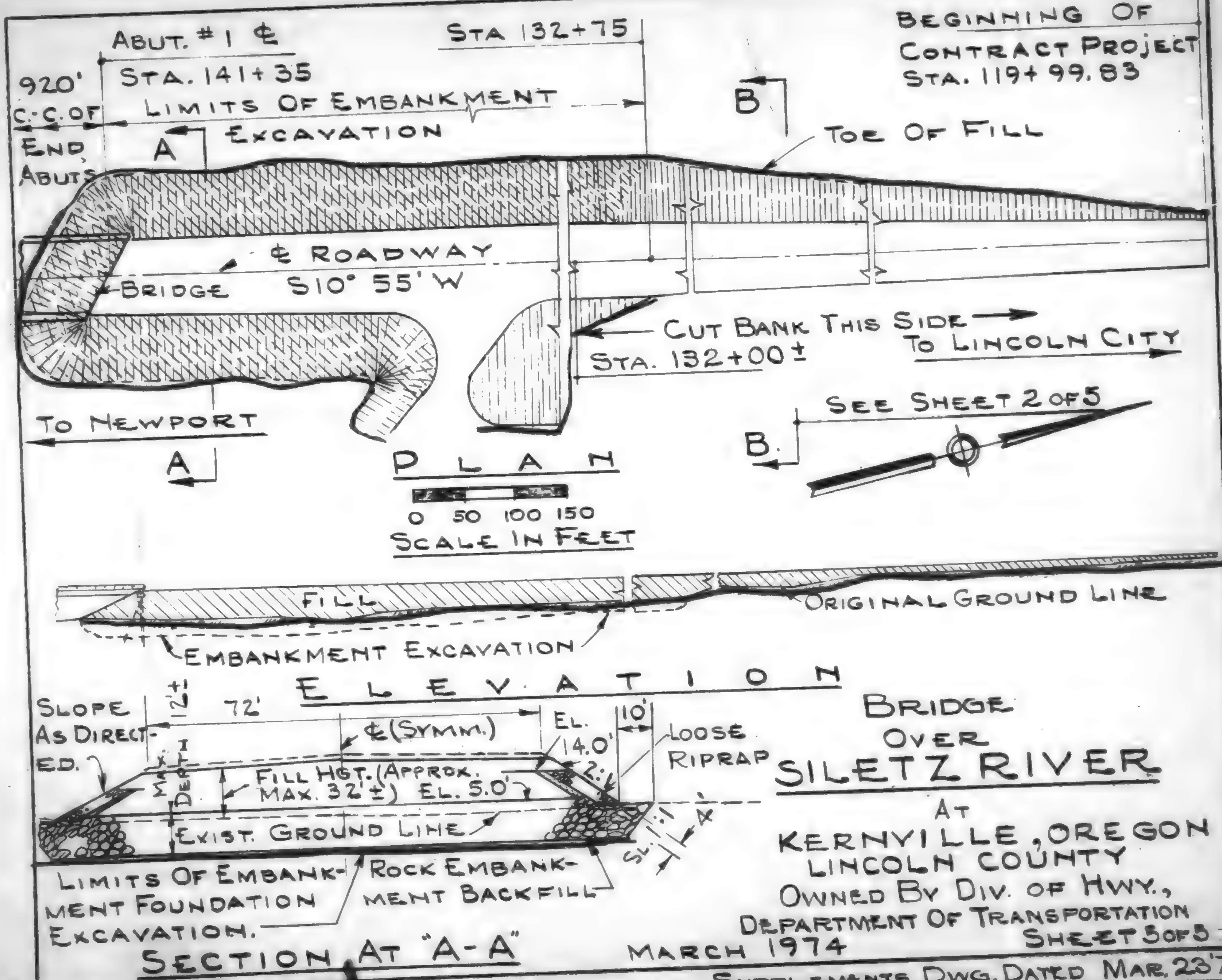
BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
OWNED BY DIV. OF HWY.,
DEPARTMENT OF TRANSPORTION

MAR. 1974 SHEET 3 OF 5
SUPPLEMENTS DWG. DATED MAR. 23'70


SEE DWG. 3 OF 5
MATCH LINE "A"
TO LINCOLN CITY
MILLPORT
EXIST. BRIDGE
OLD & EXIST. HWY. ALIGNMENT
TIDE GATE
SLOUGH
DIKE
PLAN
0 100 200 300
SCALE IN FEET
TO NEWPORT
NEW FILL
IMMONEN ROAD

BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
OWNED BY DIV. OF HWY,
DEPARTMENT OF TRANSPORTATION
MAR. 1974 SHEET 4 OF 5

SUPPLEMENTS DWG. DATED MAR. 2370


ABUT. #1 ℄
STA. 141+35
920' C.C. OF END ABUTS
STA 132+75
LIMITS OF EMBANKMENT EXCAVATION
BEGINNING OF CONTRACT PROJECT STA. 119+99.83
A
B
TOE OF FILL
℄ ROADWAY S10° 55' W
BRIDGE
CUT BANK THIS SIDE →
STA. 132+00±
TO LINCOLN CITY
TO NEWPORT
SEE SHEET 2 OF 5
PLAN
0 50 100 150
SCALE IN FEET
FILL
ORIGINAL GROUND LINE
EMBANKMENT EXCAVATION
ELEVATION
SLOPE AS DIRECTED.
12'±
72'
℄ (SYMM.)
EL. 14.0'
10'
2:1
LOOSE RIPRAP
MAX. DEPTH
FILL HGT. (APPROX. MAX. 32'±) EL. 5.0'
EXIST. GROUND LINE
SL. 1:1
X
LIMITS OF EMBANKMENT FOUNDATION EXCAVATION.
ROCK EMBANKMENT BACKFILL
SECTION AT "A-A"

BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
OWNED BY DIV. OF HWY.,
DEPARTMENT OF TRANSPORTATION
SHEET 3 OF 5
MARCH 1974

SUPPLEMENTS DWG. DATED MAR. 23'70

7577

8

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 13, 1974

NOTED
E. S. HUNTER

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, WA 98104

Dear Sir:

Siletz River (Kernville) Bridge
Oregon Coast Highway
Bridge No. 9006, Contract 7577

As requested in your Serial Letter 37 dated January 13, 1972 regarding the subject structure, you are hereby advised that navigation lights have been installed on the structure.

Only minor work remains to be done on this project. You will be advised when all work has been completed.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE:dh

cc E. S. Hunter
H. S. Coulter
C. O. Fredrickson
H. H. Patterson
C. W. Elroy

RECEIVED
MAY 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7577

5

April 11, 1974

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Siletz River Bridge at Kernville
Oregon Coast Highway
Contract 7577

Enclosed for your approval are as-built drawings showing the construction deviations from the permit for construction of the subject project (Permit No. 174-70). Original tracings and four copies each of Drawings 1 through 5 dated March, 1974, are attached.

As requested in your letter of April 25, 1973, these supplemental drawings are sent to you to be placed in the record and complete your file. However, because of the unbearable situation we now occupy regarding the Skipanon River Bridge at Warrenton, Oregon, wherein we did not obtain approval of as-built drawings, we find it absolutely necessary that the enclosed drawings be approved. Such approval will eliminate the possibility of future complications relative to this project's compliance with the bridge permit.

We concur with your opinion that these revisions are minor in nature and have no apparent effect on navigation or the environment.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments
RWE:ag   jf
bc:
F. B. Klaboe
A. E. Johnson
W. J. Hart
C. O. Fredrickson w/att.
C. W. Elroy w/att.

7577

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
H. S. COULTER

February 25, 1974

RECEIVED
FEB 26 1974
Office of
Assistant State Highway Engineer

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, WA 98104

Dear Sir:

Siletz River (Kernville) Bridge
Contract 7577
Removal of Old Structure

As indicated in my telephone conversation with Ed Shields on February 19, enclosed is a schedule for the removal of the old highway structure across Siletz River at Kernville, Oregon.

I previously indicated that no barge-mounted equipment will be required for this removal work; however, phase 3 of the attached plan now indicates a barge-mounted crane and compressor will be used to drill pier 2 for shooting.

The contractor has been advised that he is to alert your office regarding scheduling of this equipment on the river. We will notify your office when the removal work has been completed.

Very truly yours,

Walter J. Hart
Bridge Engineer
By

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

RWE/ag
Encl.
cc H. S. Coulter
C. O. Fredrickson
C. T. Keasey
C. Elroy

K

7577

March 23, 1973

Commander (oan)
U.S. Coast Guard
Thirteenth Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Siletz River Bridge at Kernville, Oregon
Oregon Coast Highway
Contract 7577

As a result of your letter of February 2, 1973 and your visit to the job site on February 13, 1973, the permit drawings for the subject structure have been updated to more clearly define the actual areas of work and to indicate the location of additional items deemed necessary since our original application.

These additional items are a culvert under the south fill and a short ditch parallel and immediately east of the south fill. These items were added at the request of environmental interests and have been completed.

In order that the existing permit may be complete, it is requested that the attached Sheet 2 of 4 be substituted for the existing Sheet 2 and that the attached Sheets 3A and 3B be added to the existing drawings.

Work on the subject project has now progressed to the point where it is desirable to perform two items of additional work which were not contemplated in the original contract and which have not been started. First is the widening of the existing highway fill along its south side between Millport Slough and Immonen Road, which is shown on the attached drawing entitled "Additional Work" (Sheet 1 of 2 dated February, 1973). This fill will be placed in anticipation of future improvement of this section of highway and will allow clean-up of the existing borrow area which is west of Immonen Road and adjacent to the existing highway. As indicated by the drawing, this work would encroach on the slough during high water periods in an area which is behind an inoperative tide gate. The second area of additional work is the widening of the new fill in a short section east of the fill and south of the new Siletz River Bridge. This work is shown as proposed additional fill on the attached drawing entitled "Additional Work" (Sheet 2 of 2 dated February, 1973).

Your approval to proceed with these two items of additional work as part of the current construction project and under the existing bridge permit is hereby requested.

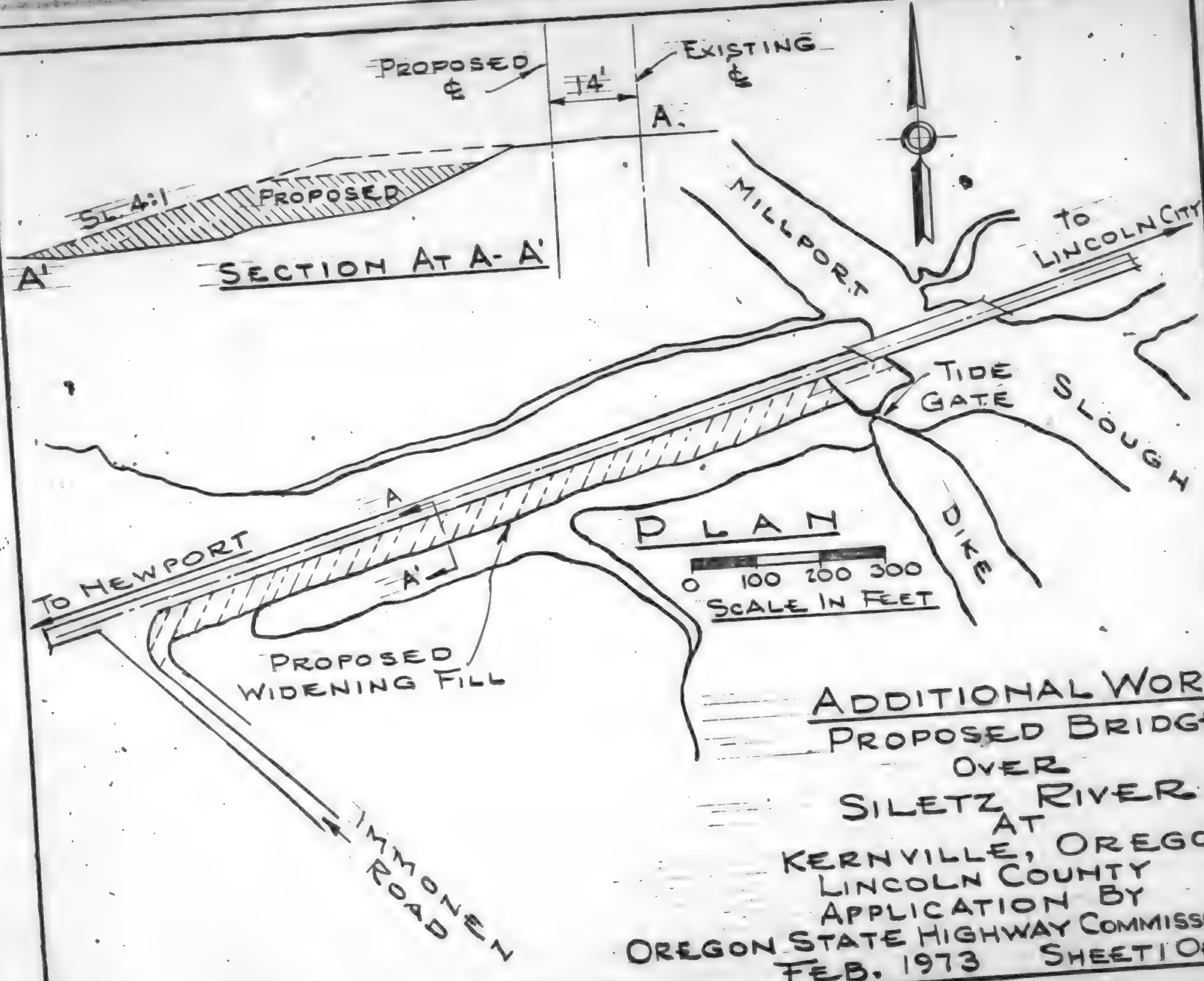
Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

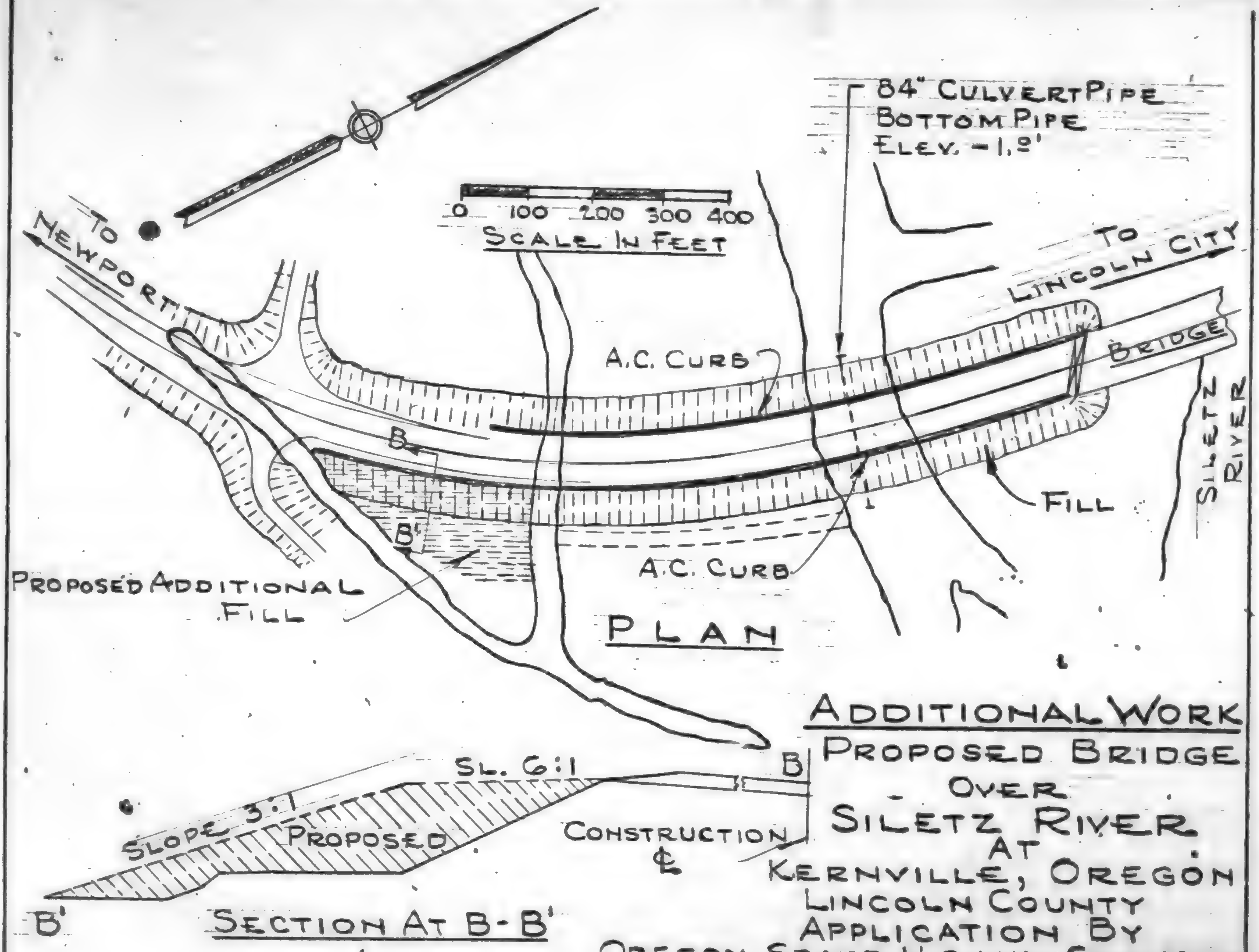
Attachments

bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
C. O. Fredrickson
C. Elroy

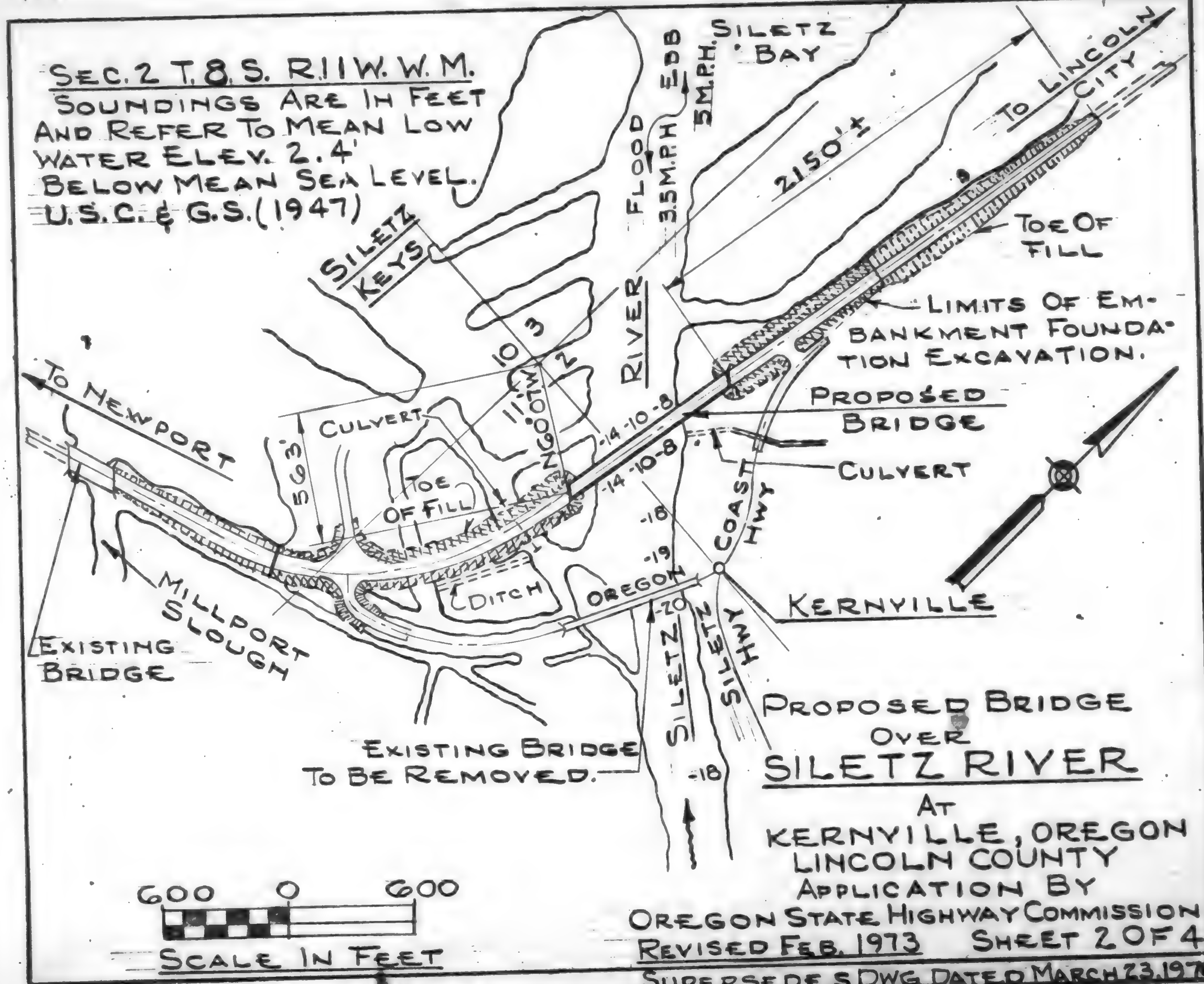
RWE:ag jf


PROPOSED ℄
14'
EXISTING ℄
A.
SL 4:1
PROPOSED
A'
SECTION AT A-A'
MILLPORT
TO LINCOLN CITY
TIDE GATE
SLOUGH
DIKE
PLAN
0 100 200 300
SCALE IN FEET
A
A'
TO NEWPORT
PROPOSED WIDENING FILL
IMMONEN ROAD

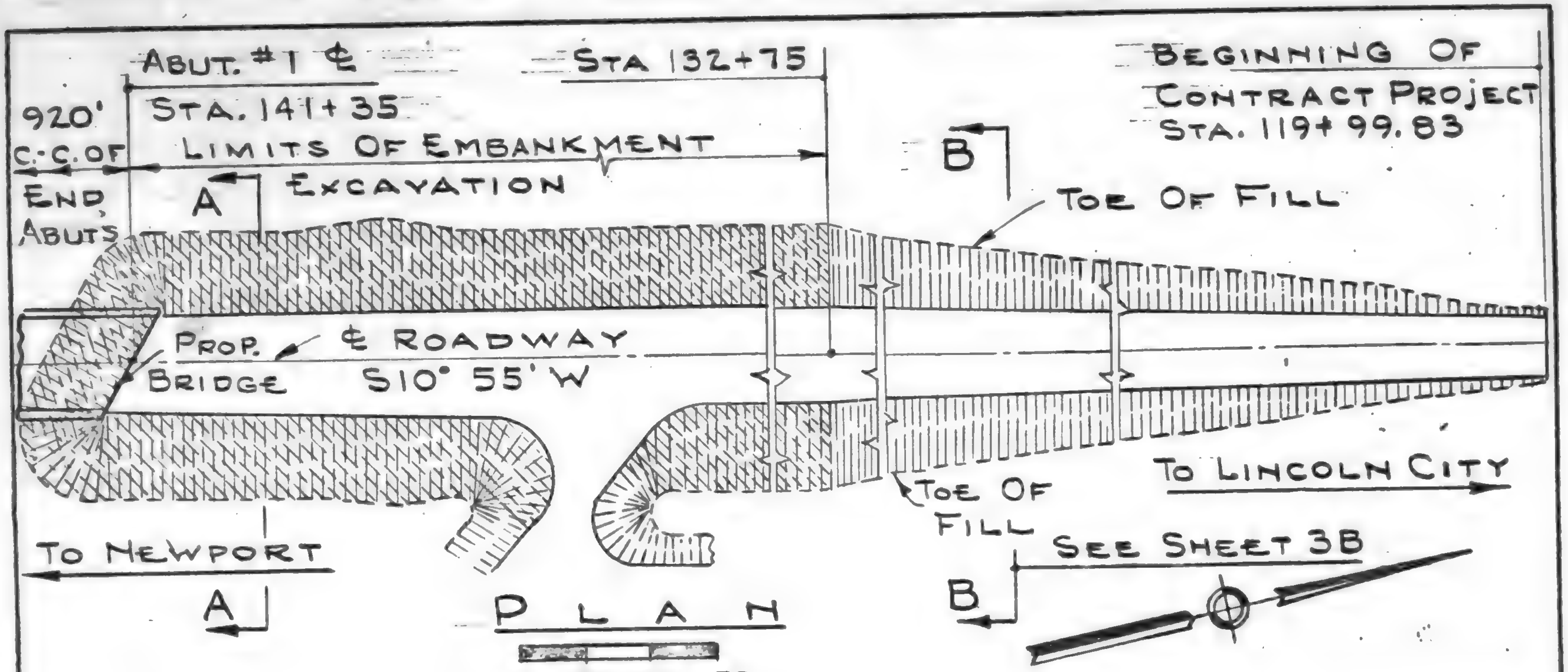
ADDITIONAL WORK
PROPOSED BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
FEB. 1973 SHEET 1 OF 2


TO NEWPORT
0 100 200 300 400
SCALE IN FEET
84" CULVERT PIPE
BOTTOM PIPE
ELEV. -1.0'
TO LINCOLN CITY
BRIDGE
SILETZ RIVER
A.C. CURB
B
B'
A.C. CURB
FILL
PROPOSED ADDITIONAL FILL
PLAN
SL. 6:1
SLOPE 3:1
PROPOSED
CONSTRUCTION
℄
B
B'
SECTION AT B-B'

ADDITIONAL WORK
PROPOSED BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
FEB. 1973 SHEET 2 OF 2

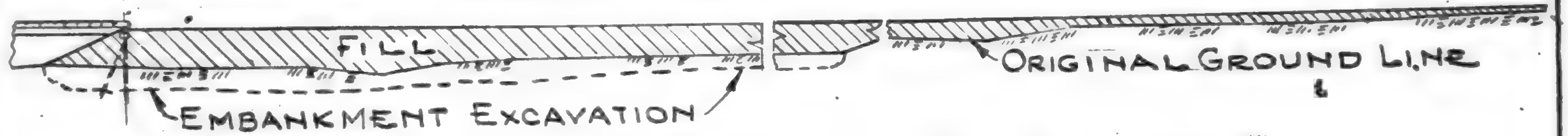

SEC. 2 T. 8 S. R. 11 W. W. M.
SOUNDINGS ARE IN FEET AND REFER TO MEAN LOW WATER ELEV. 2.4' BELOW MEAN SEA LEVEL. U.S.C. & G.S. (1947)
SILETZ BAY
SILETZ KEYS
FLOOD 3.5 M.P.H.
EBB 5 M.P.H.
RIVER
2150'±
TO LINCOLN CITY
TOE OF FILL
LIMITS OF EMBANKMENT FOUNDATION EXCAVATION.
PROPOSED BRIDGE
CULVERT
TO NEWPORT
563'
CULVERT
TOE OF FILL
N60°07'W
10
3
11
2
-14
-10
-8
-14
-10
-8
-18
-19
-20
-18
DITCH
OREGON
COAST HWY
KERNVILLE
SILETZ
SILETZ HWY
MILLPORT SLOUGH
EXISTING BRIDGE
EXISTING BRIDGE TO BE REMOVED.
600
0
600
SCALE IN FEET

PROPOSED BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
REVISED FEB. 1973 SHEET 2 OF 4
SUPERSEDES DWG DATED MARCH 23, 1970

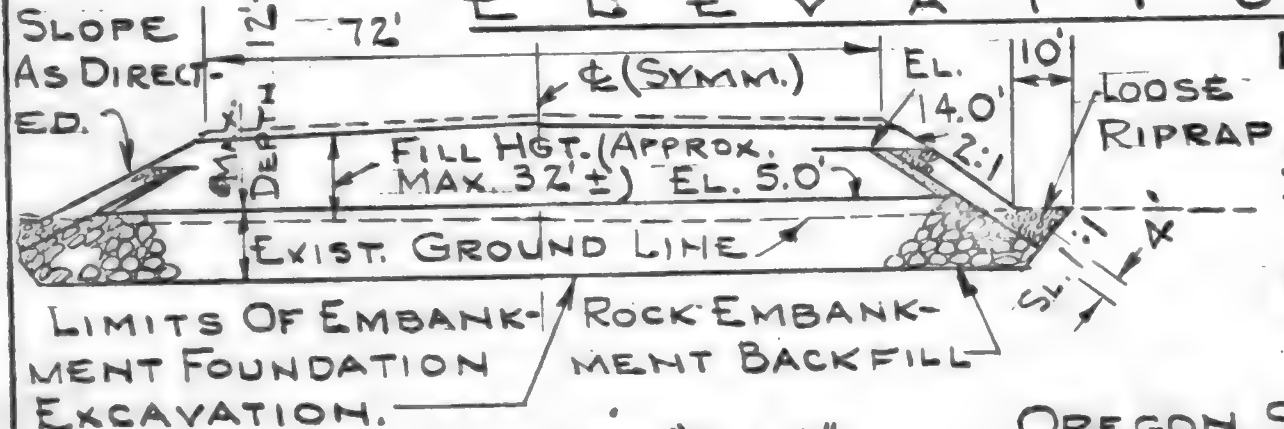

ABUT. #1 ℄
STA. 141+35
920' C-C. OF END ABUTS
STA 132+75
LIMITS OF EMBANKMENT EXCAVATION
BEGINNING OF CONTRACT PROJECT STA. 119+99.83
A
B
TOE OF FILL
PROP. BRIDGE
℄ ROADWAY S10° 55' W
TOE OF FILL
TO LINCOLN CITY
TO NEWPORT
SEE SHEET 3B
A
B

PLAN

0 50 100 150
SCALE IN FEET

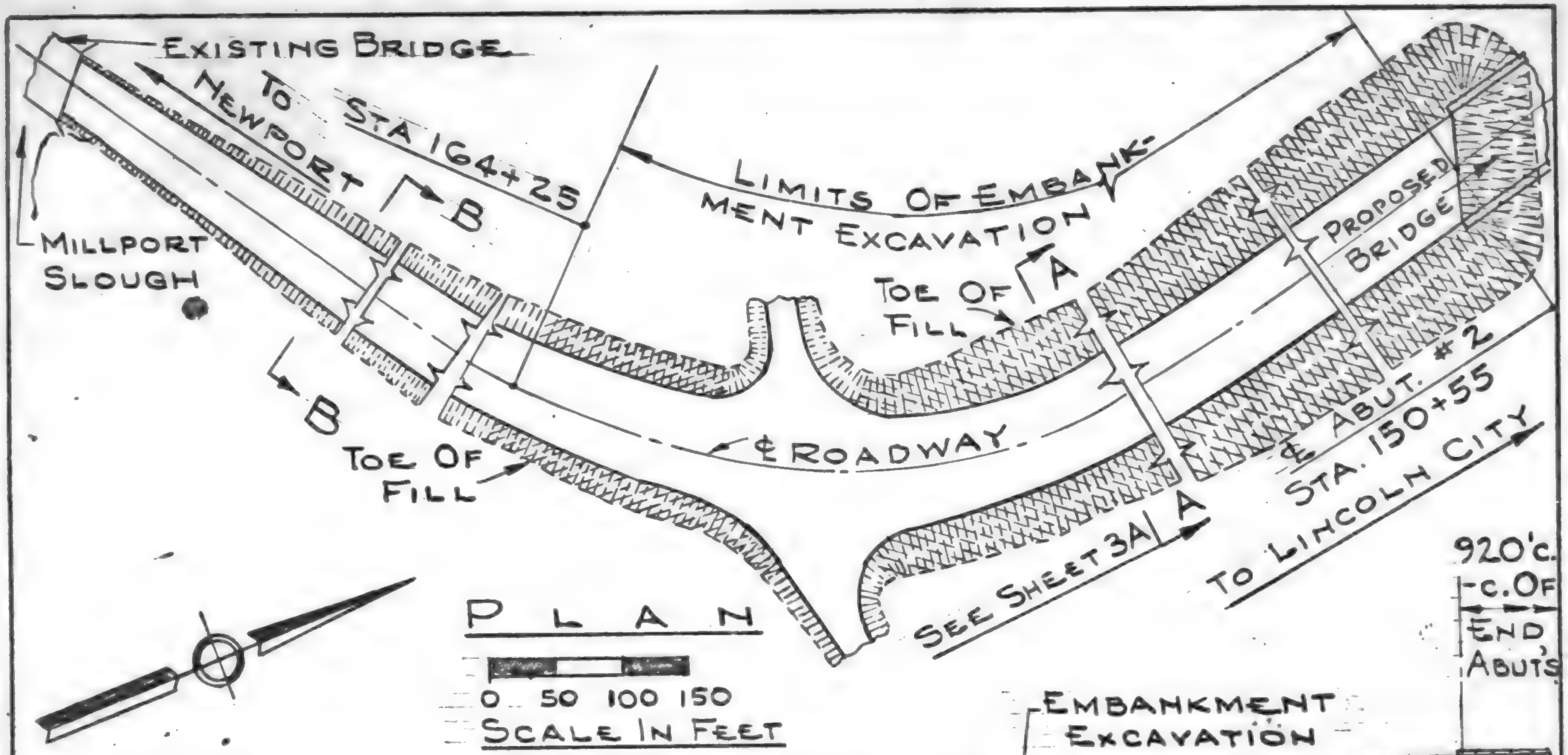

FILL
ORIGINAL GROUND LINE
EMBANKMENT EXCAVATION

ELEVATION


SLOPE AS DIRECTED.
12'±
72'
℄ (SYMM.)
EL. 14.0'
10'
MAX. DEPTH
FILL HGT. (APPROX. MAX. 32'±) EL. 5.0'
2:1
LOOSE RIPRAP
EXIST. GROUND LINE
SL. 1:1
X
LIMITS OF EMBANKMENT FOUNDATION EXCAVATION.
ROCK EMBANKMENT BACKFILL

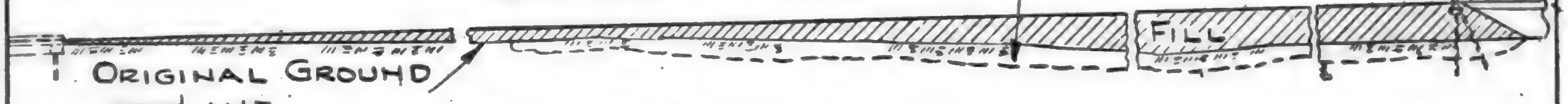
SECTION AT "A-A"

PROPOSED BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MARCH 1973
SHEET 3A



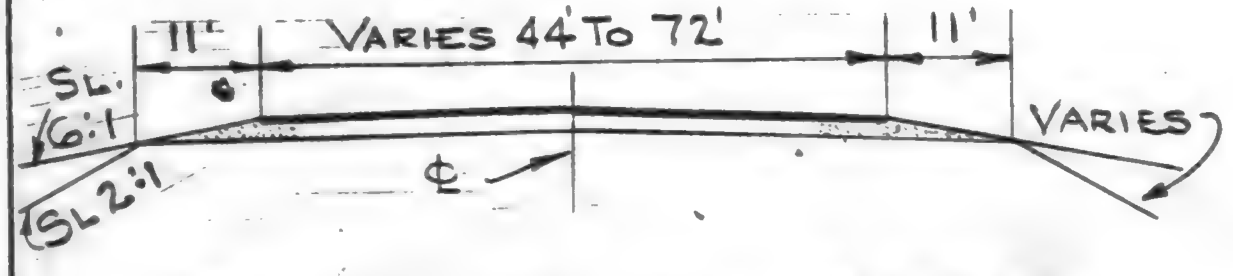
Existing Bridge
To Newport
Sta 164+25
B
B
Millport Slough
Limits of Embankment Excavation
Toe of Fill
A
Toe of Fill
℄ Roadway
Proposed Bridge
℄ Abut. #2
Sta. 150+55
See Sheet 3A
A
To Lincoln City
920' c.-c. of End Abuts
0 50 100 150
Scale in Feet

PLAN



Embankment Excavation
Fill
Original Ground Line

ELEVATION



11'
Varies 44' to 72'
11'
Sl. 6:1
Sl 2:1
℄
Varies

ROADWAY SECTION AT "B-B"

PROPOSED BRIDGE
OVER
SILETZ RIVER
- AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MARCH 1973
SHEET 3B

2-14-73

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2902

7577

3271
Ser 72
14 February 1973

RECEIVED
FEB 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division
Attn: Mr. Robert Ellison
Highway Building
Salem, Oregon 97310

Gentlemen:

An on site inspection has been made of the new Siletz River Bridge and approaches. Coast Guard and Highway representatives were present and examined the work which has been performed against the drawings which form a part of Coast Guard approval of plans and location. It has been mutually determined there has been considerable work performed which is not in agreement with these drawings.

The deviations consist of additional width of causeway where fill material was placed in navigable waters and no indication on said approved drawings of the location, extent, effect, or other aspect of the said work. Additionally, along the east side of the south approach fill to the bridge there is a longitudinal ditch or canal connecting with Siletz Bay. The approved drawings do not indicate any such waterway along the edge of the roadway. Also a large culvert was placed under a portion of the south approach fill. The north approach fill involves newly constructed areas where the tide can now ebb and flow in contact with the new work, thus involving encroachment into navigable waters.

NOTED
E. S. HUNTE

These and other discrepancies from the approved drawings are called to your attention as being illegal. Continued work to place highway fill material in the tidal waters so as to widen the old US-101 highway causeway south of the bridge, if performed, is at your risk. Maintenance of any portion of the north or south approach road or area adjacent thereto other than exactly as indicated on the drawings is strictly at your risk.

The canal-like features along the side of the new south approach between the south end of the new bridge and the "Y" where the new approach joins the old US-101 causeway, would appear to have been accomplished by dredging. The Coast Guard has no legal authority to approve dredging, this falling within the Corps of Engineers' responsibility. The Coast Guard believes the excavation of soft, unsuitable material, which was replaced with new granular fill material, should not be classified as dredging. It was removal of unsuitable material to be replaced with other material. Your contract drawing Sheet 2A indicates complete filling of the excavated area. Neither

NOTED
W. J. HART

NOTED
R. W. ELLISON

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FEB 19 1973
BRIDGE DIVISION

14 February 1973

Subj: Siletz River Bridge (New)

the contract drawing nor the approval indicate any canal alongside.

It is anticipated Oregon State Highway Division will immediately undertake corrective action.

Sincerely,

R. V. HACKNEY
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

RECEIVED
FEB 19 1973
BRIDGE DIVISION

S

FORM E-[illegible]

7577

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 2, 1973

TO Memo to the Files

[illegible]

WALTER J. HAR

FROM Walter J. Hart
Bridge Engineer

SUBJECT Violation of Coast Guard Permit
Siletz River (Kernville) Bridge
Contract 7577

At 11:20 a.m. today a call was received from Mr. Shields of the Seattle office of the Coast Guard relative to a violation of the Coast Guard permit on the Siletz River Bridge project.

His areas of concern relates to work being done on the south approaches to the bridge, in particular the embankment widening parallel to the existing Coast Highway between the Millport Slough structure and the beginning of the new alignment.

Mr. Shields requested a meeting with members of our Division, the Corps of Engineers and the Coast Guard on February 13, the meeting to be at the site and the time to be confirmed by a following letter from the Coast Guard.

WJH:dh

cc E. S. Hunter
C. T. Keasey
R. W. Ellison
E. L. Hardt
C. O. Fredrickson
C. W. Elroy

NOTED
E. S. HUNTER

RECEIVED
FEB 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7577...

6/20/74, 1:15 p.m.

TELEPHONE MESSAGE
from Gerry Wimer

RE: signing on the Kernville Bridge project.

The Resident Engineer reworked all that signing yesterday. All the traffic has been changed over to the west side of the roadway. On the north end of the project he did find some signs mis-located and a blinker hidden by brush. On the south end of the project, he found a "SLOW" sign on the left side only. Also, on the south side, "DETOUR AHEAD" signs were down and at the intersection with the old highway he found a directional sign misdirected.

All of these things have been corrected and the project now meets Section 6 of the AASHTO Sign Manual.

ja

NOTED
A. E. JOHNSON

RECEIVED
JUN 24 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

7577

8

June 19, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. F-RF-110(9)

FROM C. T. Keasey
Construction Engineer

SUBJECT Notification Unit "B"
Contract Work Completed

Contract 7577 , Work Completed May 10, 1974

Project Siletz River (Kernville) Bridge

Highway Oregon Coast

Count(y) Lincoln

Estimate Unit "A" Completion July 31, 1974

VG:dc

7577

8

May 16, 1974

Willamette-Western Corp.
Foot of N. Portsmouth Avenue
Portland, OR 97203

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7577 for work on the Siletz River (Kernville) Bridge in Lincoln County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 16 days is granted because of added orders (Price Agreement No. 2 and Extra Work Order No. 11), and grading stop work time in July of 1972.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
C. O. Fredrickson

JAB:fr cm

E-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 23, 1973, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 575 days to 649 days, within which to complete our Contract No. 7577, without the assessment of liquidated damages. The said contract is described as follows:

Siletz River (Kernville) Bridge

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached sheet for detailed breakdown.

Respectfully submitted,

Willamette-Western Corporation
Contractor

By Scott Hanson
Project Superintendent

CONSENT OF SURETY

Date October 23, 1973

We, General Insurance Company of America, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
Attorney-in-fact James F. Darby

(SEAL)

James F. Darby
Resident Agent James F. Darby

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7577 Contractor Willamette-Western Corporation

Highway Oregon Coast

Section Siletz River (Kernville) Bridge

Kind of Work Grading, Paving, Structure & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 16 days time extension of contract time due to added orders (Price Agreement No. 2 and Extra Work Order No. 11), and grading stop work time in July of 1972.

Recommended for Approval:

Regional Engineer

Construction Engineer or Bridge Engineer

Acting Asst State Highway Engineer

Contract No. 7577
Project designation F-RF-110(9) State-Federal
Date awarded 6-3-71
Work started 7-12-71
Per cent completed 90% Date
No. of Workdays Allowed (A) 575
(B) 640
No. of Workdays Used (A) 584 11/3/73
(B) 584 11/3/73
No. of Added Workdays Requested 74

[illegible]

WORKDAYS WHEN WORK PREVENTED

Dates	Description
12/8/71 - 12/11/71 12/13 and 12/14/71 (6 days)	Cut off access to bridge construction at the north end of bridge because of additional dredging under P.A. #2.
1/12/72 - 1/14/72 1/17/72 - 1/21/72 1/24/72 - 1/28/72 1/31/72 - 2/3/72 (17 days)	Continuation of bridge construction terminated to repair work trestle and falsework damaged from the flood of January 11 and 21, 1972.
3/7/72 - 3/10/72 and 3/16/72 (5 days)	Replacement of work trestle, re-excavation sediment on downstream end of Pier 3, and filling of scoured hole on upstream end of Pier 3. Scour and sediment caused by flood of January 11 and 21, 1972
8/8/72 - 8/12/72 (5 days)	Work terminated by shutdown order from the State of Oregon because of excess moisture in the fill material being hauled from the State designated borrow pit.
1/18/73 - 1/19/73 1/22/73 - 1/26/73 1/29/73 - 2/3/73 2/5/73 - 2/9/73 2/12/73 - 2/16/73 2/19/73 - 2/22/73 (27 days)	Construction of Spans 1 and 6 terminated until completion of jacking of Spans 2 and 5. Jacking resulted from unusual and unexpected take-up of the falsework supporting the hinge sections. Falsework submitted to and approved by the State of Oregon in accordance with the contract specifications.
9/28/73 - 10/11/73 (14 days)	Installation of 36" culvert on Extra Work Order #11 preventing completion of the fill in the "A" line area.
6/4/73 Continuing	Additional request for a time extension to follow after extent of strike delay can be fully analyzed.

Form FHWA 121 (Rev. 5-73) 75-27

9

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 8, 1974

In reply refer to: 10-41-B2

SUBJECT: Oregon Project F-RF-110(9)
Siletz River (Kernville) Bridge
Time Extension Request

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. H. S. Coulter

Your letter concerning the time extension request on the subject project has been reviewed.

We concur in your analysis of the contractor's request and approve the 16 day extension of time developed in your submittal.

for G.K. Hossner
G. L. Green

NOTED
A. E. JOHNSON

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
MAY 10 '74
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

RECEIVED
MAY 13 1974
Office of
Assistant State Highway Engineer

5-13-74
cy Keasey
Fredrickson
Gallagher

1859

OREGON STATE
HIGHWAY DIVISION

April 18, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
for Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract 7577
Siletz River (Kernville) Bridge
F.A.P. No. F-RF-110(9)

Willamette-Western Corporation, contractor on this project, has requested an additional 74 calendar workdays to complete the phase "a" work. The contractor cites work added to the contract by two work orders, flood damage, an ordered suspension of grading work, falsework corrective work, and labor disputes as reasons for the overrun in time.

The contract was awarded June 1, 1971 with 575 calendar workdays allotted for completion of phase "a", which is all contract work except removal of the old bridge. Work on the contract is 97 percent complete. The estimated completion date is June 10, 1974, which will make an estimated overrun of 65 days on the overall "b" time and an estimated 75 days on the "a" time, so the "a" time will probably control. The grading work ("a" phase now) is currently under a stop work order, but removal of the old bridge is proceeding, so "b" time is being counted. The new bridge is completed and in use by two lanes of traffic. The "a" time daily rate is $300.

The contractor cited only two added orders in this request: Price Agreement No. 2 and Extra Work Order No. 11. Price Agreement No. 2 included additional embankment foundation excavation in December 1971. This was early work that controlled the progress of the job. A six-day extension is recommended.

S-123

Extra Work Order No. 11 covered late work on added drainage done in the fall of 1973 when the grading controlled progress of the job. Other work was in progress and some prorating of the 14-day total time is justified. A four-day extension is recommended.

A suspension of work order was issued in July 1972 for a portion of the project work because of excess moisture in the fill material from the State borrow area. It has developed that grading work controls the job completion. By definition, we should recognize the stop work time of six days and extend accordingly.

Based on the above, we ask your concurrence in a 16-day extension, applicable to both "a" and "b" time. It is anticipated that there will be a further request from the contractor involving additional reasons.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 15, 1974

SUBJECT: Time Extension Request
Siletz River (Kernville) Bridge
Contract No. 7577
F.A.P. No. F-RF-110(9)

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

Willamette-Western Corp., contractor on the subject project, has requested an additional 74 calendar workdays to complete phase "a" work. The contractor cites work added to the contract by two work orders, flood damage, an ordered suspension of grading work, falsework corrective work, and labor disputes as reasons for the overrun in time.

The contract was awarded June 1, 1971, and allotted 575 calendar workdays for completion of phase "a" which is all contract work with the exception of the removal of the old bridge. Work on the contract is now 97 per cent complete with an estimated completion date of June 10, 1974 which will make an estimated overrun of 65 days on the over-all "b" time and an estimated 75 days on the "a" time, so the "a" time will probably control. The grading work (or "a" phase now) is currently under a stop work order, but removal of the old bridge is proceeding so "b" time is being counted. The new bridge is completed and in use by two lanes of traffic. The "a" time daily rate is $300.

1 & 6) The contractor cited only two added orders in this request whereas there were several other added orders in amounts of $8,000 or more. There were some quantity underruns and deletions which might tend to offset these, however. I would favor responding to this request only as it was presented. There will likely be another request anyway. I concur in the 6 days recommended by Region on P.A. 2, for additional embankment foundation excavation in December 1971. This was early work that controlled job progress then.

The 4 days recommended by Region on E.W.O. 11 should be valid. This was late work on added drainage and when this was done in fall of 1973 the grading controlled job progress. Other work was in progress and some prorating of the time is justified, and the 4 days was derived accordingly.

RECEIVED
APR 18 1974
Office of
Assistant State Highway Engineer

K

2) Flood damage to the contractor's falsework the first winter resulted in delays to the project, but is not considered a basis for extension of contract time. Some winter season delay could be expected in this location. The contractor failed to comply with a stipulation in his falsework permit that a shear boom be installed. It is likely that the damage would have been greatly reduced, if not avoided entirely, had the contractor complied with this provision of the Coast Guard permit. This issue was subject of a claim which went to the Claims Review Board and was denied.

3) Repair of scour and sedimentation at Pier 3 was caused by the winter floods. The resident engineer feels that it is unlikely this damage would have occurred had the contractor backfilled the excavation with the required special footing backfill immediately after excavation, but this could have had some undesirable aspects. The contractor had poured Pier 3 footing only one week prior to the first flood and had not completed forming for the first shaft pour.

This flood related delay occurred during the winter months when no workdays were being assessed and is closely related to item 2. I concur in no time.

4) A suspension of work order was issued in July 1972 for a portion of the project work due to excess moisture in the fill material from the State borrow area. The resident engineer has recommended that we grant 50 per cent of the time covered, or 3 days, as the structure work was not affected. If this suspension of work affected the completion of the project, then an extension of 6 days should be allowed for the entire July 7 through July 12, 1972 period regardless of any performance of structure work. It has developed that grading work controls the job completion. I believe just by definition, we should recognize the stop work time of 6 days.

5) The contractor has requested additional time to repair falsework settlement. I understand the falsework was not installed according to the State approved falsework drawings. Such approval may be qualified such that it does not apply here anyway. I concur in denial of extension.

7) The contractor claims he experienced additional delay due to labor disputes and has not yet fully analyzed this delay (See list of summer of 1973 day charges attached). Most of the actual strike time was not counted.

Based on the above, I would recommend 10 additional days due to two added work items (contractor's request items 1 and 6) plus six days due to the ordered suspension of grading work and no additional time for the other items.

Our engineering costs have overrun and the State paid extra for embankment work late last year in order to get the new bridge into use. Grading progress in 1973 was very poor.

This is a primary Federal-aid project. Rough draft letters to FHWA and contractor are attached.

JAB:WR:fr

Att.

cc: V. L. Gallagher

SILETZ RIVER (KERNVILLE)

Week Ending		Men	Superv.	Time Charged	
May	19, 1973	27	2	7 days	
	26	24	2	7	
June	2	20	1	7	
	9	0	1	1	(Sunday)
	16	0	1	0	
	23	9	1	0	
	30	18	1	5	Engr. Strike
July	7	20	2	3	
	14	0	1	0	
	21	3	1	0	
	28	0	0	0	
August	4	0	0	0	
	11	16	2	6	
	18	3	1	1	(Sunday)
	25	10	2	3	Carpenter's Strike
September	1	16	3	7	
	8	17	7	7	
	15	17	6	7	
	22	22	2	7	
	29	27	7	7	

Contractor had protested time charged for June 30 ± period, but Resident Engineer's assessment appears reasonable based on men working.

7577

5

1859

OREGON STATE
HIGHWAY DIVISION
1520 S.E. HIGHWAY 101
SUITE 6
LINCOLN CITY, OREGON 97367

2-14-74

RE: Siletz River (Kernville) Br.
Oregon Coast Highway
Contract No: 7577
Lincoln County

Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

Attention: Mr. Scott Hanson
Project Manager

The answer to your Serial Letter #104 of January 28, 1974 and my verbal confirmation of it's contents to you on february 6, 1974 is as follows:

Paragraphs 1 and 2 dealing with the opening, State acceptance, and damage responsibilities of the newly completed structure that was opened for traffic on December 21, 1973 as you stated. The bridge was completed and accepted at that time; therefore, under Section 105.17 (Opening sections to Traffic) of the Standard Specifications for Highway Construction, 1970 Edition, you are relieved of maintaining the bridge for legal public traffic.

Your request for an extension of time, as listed in the last paragraph of your letter, was submitted to the Highway Division Regional Office in Salem on November 6, 1973. I asked the Construction Section in Salem on January 29, 1974 about the status of your request. They stated it was still being processed through the different agencies.

Opening of the bridge to traffic does not relieve the contractor of being accessed liquidated damages, as liquidated damages are based on the completion of the total contract and not certain portions of the contract.

Charles W. Elroy
Charles W. Elroy
Resident Engineer

Rec'd 2-15-74
State Hwy [illegible]

CC: Regional Engineer
Construction Engineer
H.H. Patterson
Files

RECEIVED
FEB 20 1974
Office of
Assistant State Highway Engineer

2-10-74
Fredrickson

WILLAMETTE-WESTERN CORPORATION
Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503-285-9111 • Cable Address: WILDWEST

January 28, 1974
Serial Letter #104

JAN 30 1974
NOTED
C. W. ELROY

Oregon State Highway Department
1520 S.E. Highway 101, #6
Lincoln City, Oregon 97367

Attention: Mr. Charles Elroy
Resident Engineer

RE: Siletz River (Kernville) Bridge
OSHD Contract #7577

Dear Sir:

On December 21st, 1973, we opened the new bridge structure to public traffic. At that time, the State accepted the deck and parapet railings as complete in reference to Willamette-Western's contract obligations. —

Therefore we cannot accept the responsibility for any damage to any portion of the completed structure caused by the public traffic.

We are waiting word from you as to the status of our request for a time extension which we submitted in November. Since the bridge is now open for traffic, we see no reason to continue deducting liquidated damages on our monthly payment vouchers.

Very truly yours,

WILLAMETTE-WESTERN CORPORATION

NOTED
A. E. Johnson

S. Hanson

Scott Hanson
Project Superintendent

STATE [illegible]

Coulter – TAA

SH:kdl

cc: A.B. Wilkinson

WILLAMETTE TUG & BARGE CO.
WILLAMETTE HI-GRADE CONCRETE CO.
WESTERN-PACIFIC DREDGING CORP.
WESTERN-PACIFIC PILEDRIVING CO.

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams
Submarine Pipelines • Land Reclamation • Marine Construction • Piledriving • Intakes and Outfalls • Land and Water Substructures
Readymix Concrete • Sand and Gravel • Crushed Rock • Fill Material • Truck Rail Barge Delivery • Septic Tanks

7577

21-1085

S

FORM K-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

NOTED
H. S. COULTER

DATE December 28, 1973

TO C. T. Keasey
CONSTRUCTION ENGINEER

FROM C. O. Fredrickson ORIGINAL SIGNED BY C. O. FREDRICKSON
REGIONAL ENGINEER

SUBJECT Siletz River (Kernville) Bridge
Oregon Coast Highway
Contract No. 7577
Piling Salvage

We are enclosing orders for State Work #6 and 7 on the subject project for your consideration. State Force Order #6 is written for the purpose of compensating the maintenance section for loading, hauling and stockpiling the pile cutoffs from the Kernville Bridge at the maintenance stockpile site at M.P. 120.28 on the Oregon Coast Highway. State Force Order #7 is written for the purpose of transferring the salvage credit for steel piling in excess of 20 feet in length from the construction account to the maintenance holding account. These orders are written in accordance with standard procedures, and we recommend that they be approved.

We are also enclosing a copy of a request for transfer of cost distribution which if the State Force Orders are approved should be forwarded to the Accounting Division. We are also enclosing one copy each of the Resident Engineer's transmittal for these documents and the checklist of information.

COF/elk
Enc.
cc: H. S. Coulter
Chuck Elroy

RECEIVED
JAN 2 1974
Office of
Assistant State Highway Engineer

3

#4577

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: December 18, 1973

In reply refer to: 10-35-B2

RECEIVED
STATE HWY ENGR
DEC 24 '73
REFER TO
Orig -
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

12/26

SUBJECT: Oregon Project F-RF-110(9)
Siletz River (Kernville) Bridge
Price Agreement No. 9
Claim Settlement for Grading Items

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference your request for approval of Price Agreement No. 9 (final settlement of grading claim). The lump sum adjustment of $30,000 covers three items: A subsidence adjustment, payment for overweight loads and (ratio claim) consideration for lack of adequate information furnished for bidding purposes.

The contractor was required under the special provisions to place the embankment at a rate and in such a manner as to prevent subsidence in the rock embankment portions of the fills. Settlement did not occur during construction of the rock embankment but did occur when the common embankment was placed above the rock. Measurement of the common earthwork material was established on an embankment measure basis. An additional 18,041 cubic yards of embankment were incorporated into the area in order to bring the section to line and grade. Compensation at contract unit price ($1.10/cu yd) would equal $19,845.10. Pizometers for reading time-loading patterns were incorporated into the project in order for the State to monitor and control this phase of work. The contractor's operations were accepted by the State and he was required to bring the section to line and grade. It is inherent in this type of construction to have settlement occur, but the special provisions and field controls did not consider this; therefore, it is recommended that some compensation should be afforded the contractor.

The overweight loads of rock embankment incorporated and accepted into the project amounted to 3,361 tons. If total payment were allowed for this material the contractor would be paid $1.96 per ton equaling $6,587.56. A review of the details concerning this matter indicate that total payment should be considered.

The plans and special provisions show that the contractor was to bid the excavation and rock embankment as a single unit on a basis of tons of rock embankment in place. Quantities were furnished on the plans for bidding purposes. The contractor claimed that he bid the excavation

(more)

and rock embankment material on a (ratio) basis and then found that the excavation quantities increased and the rock embankment decreased. Our review however shows that the development of the justification for additional compensation using the (ratio) basis is not adequately substantiated as consideration was not given for the specific gravity of the designed material compared to what was actually used. However it was found that the original computations were in error (see Mr. Patterson's letter of August 21, 1972) by 9,000 cubic yards for excavation. Using the ratio figure to obtain the cost per yard of excavation (43.6% X $1.96 = $0.85) we find that this item of work could be increased $7,650.00.

The three items total $34,082.66 and following negotiations with the contractor a round lump sum figure of $30,000 was considered as a fair and just settlement for this added work.

Our approval as of September 12, 1973 for the final settlement for all the grading items claimed excluding any claims in connection with emergency work of November 23 to 25, 1971 is granted.

E J Walach

for G. L. Green

7577

November 5, 1973

Mr. David Piper
Executive Director
Oregon Energy Council
Room 6, Capitol Building
Salem, OR 97310

Dear Mr. Piper:

Reference is made to your inquiry regarding a request from S. D. Spencer and Son for an allocation of diesel fuel of 100,000 gallons to complete their work on the Siletz River (Kernville) Bridge Section of the Oregon Coast Highway.

The prime contractor on this project, Contract No. 7577, is the Willamette-Western Corp., with Spencer as a subcontractor handling the grading and paving portions.

I have discussed this matter with our field engineering people and it is apparent that we should push strongly to get at least enough work done this fall to get traffic diverted to the new bridge. The old bridge is narrow with poor approach alignment and has become weakened from being hit in many accidents over the years.

It is imperative that the contractor proceed this fall with at least 2,500 to 3,000 tons of asphalt concrete paving in addition to some preliminary grading work in order to put the new bridge into use as soon as possible. There will remain approximately 5,000 tons of asphalt concrete to complete the project either later this fall, weather permitting, or next spring if necessary.

It would be desirable to complete the entire project this fall if possible and your cooperation in allocating sufficient fuel to operate the equipment and produce the asphalt concrete needed is urgently requested.

We understand also that Spencer is submitting a request for a fuel allocation in order to continue necessary work on the Columbia County Line-Burlington Section, Lower Columbia River Highway, on which he is prime contractor.

This project is seriously behind schedule and although there is no possibility of completing it this fall, it is necessary that some 10,000 tons of asphalt concrete be placed in order to provide a safe travel way through the project for this winter.

We recommend that this allocation also be granted in an amount necessary to complete the needed work.

Thank you for any consideration you can give on these requests.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey
C. O. Fredrickson
L. W. Rulien

CTK:fr ja

FORM E-30

#7577

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

NOTED
H. S. COULTER

RECEIVED
OCT 17 1973
Office of
Assistant State Highway Engineer

NOTED
H. S. COULTER

copy
219-16-1

DATE October 16, 1973

TO Files

FROM T. W. Litchfield
REGION OPERATIONS ENGINEER

ORIGINAL SIGNED BY
T. W. LITCHFIELD

SUBJECT Removal/Fill Permit issued by Division on State Lands
Siletz River (Kernville) Bridge Section
Oregon Coast Highway-Lincoln County
Project #F-RF-110 (9)

A meeting was held on October 5, 1973 at 10:30 a.m. in the Region office in Salem, to discuss the need for a permit to deposit fill material adjacent to the existing highway between Millport Slough and Immonen Road. Other areas of discussion involve the proposed fill widening between the old and new alignments opposite Highway Station 160. The following people were present at that meeting:

Name	Organization
T. W. Litchfield, Region Operations Engineer	OSHD,Salem
Donald Trout, Road Design Office Engineer	OSHD,Salem
Steve Macnab, Assistant Hydraulics Engineer	OSHD,Salem
Chuck Elroy, Resident Engineer	OSHD,Lincoln City
H. H. Patterson, Resident Engineer	OSHD,Newport
Earle A. Johnson,Biologist	DSL,Salem
Rollie Rousseau,Chief,Waterway Management	OGC,Portland
John Fortune, District Biologist	OGC,Newport

The meeting was requested by the Division of State Lands and the Oregon Game Commission after we had applied to place fill material on the southerly side of the highway between Millport Slough and Immonen Road and to widen the fill of the existing construction in the vicinity of Highway Station 160.

Mr. Rousseau advised that the Oregon Coast Conservation and Development Commission had requested that all permits to occupy any wet lands on the Oregon Coast be held-up until a total land use plan had been developed for the wet lands of Oregon. In view of this it appears extremely doubtful that we would be allowed to construct the fill widening as we have proposed to this point. We were left with the idea that we may be allowed to place the fill as proposed between Millport Slough and Immonen Road so long as it did not encroach in the water area between stations 33 and 43.

It looks extremely doubtful that we will be allowed to place any material that will occupy any wet land. This will mean that the fill proposed in the vicinity of Station 160 will not be permitted. In as much as this fill widening was to allow the elimination of guardrail, the project will not be detrimentally affected. We will install the guardrail as shown on the plans. The fill to be placed between Millport Slough and Immonen Road will be approximately 12 to 14 feet narrower than we desire to place it. So if we are forced to keep our material out of the water area, we must review our design for the future alignment through this area and perpetuate the existing center line on new construction.

Mr. Patterson is to review the problems this creates and determine:

1. Where he will ~~water~~ WASTE material if we are not allowed to construct any fill between Millport Slough and Immonen Road.
2. The volume which can be accommodated if we are allowed to construct fill between Millport Slough and Immonen Road if we must keep it out of the wet land area.
3. What the effects would be to remove no more material from the borrow area but to finish the project in a neat appearing condition with the floor of the borrow area above finish grade.

The Division of State Lands and Game Commission were also asked if the removal of the old Kernville Bridge would require a permit from the Division of State Lands. It was Mr. Johnson's opinion that a permit would not be required, but he will review the matter when the contractor details his plans for the removal operation.

On October 15, 1973 Mr. Trout advised me that the Division of State Lands had indicated that no fill was to be allowed below mean higher high water elevation (approximate elevation +4) between Millport Slough and Immonen Road and no additional fill in the vicinity of Station 160, Mr. Patterson was so advised and is pursuing his review accordingly.

TWL:lb

cc: H. S. Coulter
C. T. Keasey
J. H. Versteeg
V. D. Wolfe
H. H. Patterson
Chuck Elroy

7577

5

September 12, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. F-RF-110(9)

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7577 Extra Work Order No. 12

Project Siletz River (Kernville) Bridge

Highway Oregon Coast

County Lincoln

The order covers widening the shoulder areas and flattening the slopes to improve the safety characteristics at the fill site. Embankment materials will be obtained from the required borrow area between stations 45 and 57. Work under this order will not include any trimming, sloping or cleanup of the borrow area which is the contractor's obligation to perform under the existing contract.

Attached are copies of letters from the Bridge Administration Engineer, the Assistant Regional Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on September 7, 1972.

Your approval as of September 7, 1972 is requested.

Attach.

JK:dgk

7577

September 12, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. F-RF-110(9)

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7577 Extra Work Order No. 13

Project Siletz River (Kernville) Bridge

Highway Oregon Coast

County Lincoln

The order covers widening the fill southerly from Millport Slough. This work will reduce the amount of excess material in the mandatory borrow area, ensure adequate sight distance from Immonen Road and provide fill area for future construction. Work under this order will not include any trimming, sloping or cleanup of the borrow area which is the contractor's obligation to perform under the existing contract.

Attached are copies of letters from the Bridge Administration Engineer, the Assistant Regional Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on September 7, 1972.

Your approval as of September 7, 1972 is requested.

Attach.

JK:dgk

7577

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 25, 1973

TO
G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. F-RF-110(9)

FROM
L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7577, Extra Work Order No. 10

Project Siletz River (Kernville) Bridge

Highway Oregon Coast

County Lincoln

The order covers breakdown and refinishing of a slide in the mandatory borrow source. The slide was a result of normal winter weathering. Slide correction work was anticipated for this project.

Attached is a copy of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on July 20, 1973.

Your approval as of July 20, 1973 is requested.

Attach.

JK:dgk

7577

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

DATE July 23, 1973

Federal-aid Project
No. F-RF-110(9)

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7577, Extra Work Order No. 9

Project Siletz River (Kernville) Bridge

Highway Oregon Coast

County Lincoln

This order covers the cost of furnishing and installing all materials necessary for a strain gage system on the cantilever supports of the structure to determine the actual loads imposed.

A copy of the Engineer's letter of explanation and of the sketch plans of the proposed materials as prepared by the Materials Engineer are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer April 20, 1973.

Your approval as of April 20, 1973 is requested.

Attach.

BMW:dgk

7577

21-1085

5

REGION 2 ENGINEER
RECEIVED
JUL 11 1973
RE RCE RBE RTE HOE
ULE GEO TA FILE

FORM E-20 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

LINCOLN CITY, OREGON
JULY 10, 1973

SUBJECT: Calendar Workdays Protest of Charges
Siletz River (Kernville) Bridge
Oregon Coast Highway
Contract Number- 7577

To: C. O. Fredrickson
Regional Engineer

This is to inform you that Willamette-Western Corporation, the contractor on the above named project, has formally protested the Calendar Workday charges for the week ending June 30, 1973.

I feel that my interpretation of Section 108.08 of the Standard Specifications for Highway Construction, 1970 Edition was correct and that my decission to make such charges is justifiable.

During the period in question, the contractor had as many employees working as he did before the Hoisting and Portable Engineer's Strike.

Please advise this office as to the feelings of higher management in regards to this type of situation.

Charles W. Elroy
Charles W. Elroy
Resident Bridge Engineer

cc: files
encl: W-W Letter

NOTED
H. S. COULTER

H S COULTER
CC: W J HART
CT KEASEY

RECEIVED
JUL 16 1973
Office of
Assistant State Highway Engineer

SP*52475-734

[illegible]

Serial Letter #92

JUL 6 1973
NOTED
C. W. ELROY

WILLAMETTE-WESTERN CORPORATION
Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503-285-9111 • Cable Address: WILDWEST

July 3, 1973

Oregon State Highway Department
249-1/2 S. Highway 101
Lincoln City, Oregon 97367

Attention: Mr. Charles Elroy
Resident Bridge Engineer

RE: Siletz River Bridge
OSHD Contract #7577

Gentlemen:

We are in receipt of the Weekly Statement of Calendar Day Charges dated June 29, 1973. This statement covers the week of June 30, 1973 during which we were charged for five (5) work days. As outlined in my Serial Letter #91 dated June 12, 1973, we have been struck by Local #701 of the Operating Engineers and are still unable to employ operators on the above referenced project.

We are currently working a partial crew from that which we would be using if we could employ operating engineers. These operations are being performed in order to make up time on an already very tight completion schedule. Since we could perform this work more expeditiously with the use of operating engineers, we feel that in accordance with Section 108.08 of the Standard Specifications, it is improper to penalize us by counting calendar days while we are attempting to alleviate the problems created by the strike of Local #701.

Please review this problem and inform us as soon as possible your [illegible] as to removing the five (5) days from our calendar day count.

Yours very truly,

WILLAMETTE-WESTERN CORPORATION

Scott Hanson

Scott Hanson
Project Manager

SH:kdl

cc: A. B. Wilkinson

WILLAMETTE TUG & BARGE CO.
WILLAMETTE HI-GRADE CONCRETE CO.
WESTERN-PACIFIC DREDGING CORP.
WESTERN-PACIFIC PILEDRIVING CO.

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams
Submarine Pipelines • Land Reclamation • Marine Construction • Piledriving • Intakes and Outfalls • Land and Water Substructures
Readymix Concrete • Sand and Gravel • Crushed Rock • Fill Material • Truck-Rail-Barge Delivery

7577

5

FORM 2-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE June 19, 1973

TO Memorandum to the File

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Siletz River (Kernville) Br.
Oregon Coast Hwy.
Contract 7577
Coast Guard Approval
Additional Work

NOTED
E. S. HUNTER

I contacted the Coast Guard office in Seattle relative to our permit application of March 23, 1973, for additional work on the subject project.

This work included an easterly widening of the existing highway fill southerly of Millport Slough and an easterly widening of the new fill southerly of the new bridge.

I was informed by Mr. Christianson of the Coast Guard that we have their approval to proceed with the work. After completion of the work it will be necessary that we submit "as built" sketches as up-dated revisions to our present Coast Guard permit drawings.

cc E. S. Hunter
H. S. Cox
C. O. Fredrickson
C. Elroy
Mr. Christianson - Coast Guard

RECEIVED
JUN 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

5-25-73

5

7577

TRANSMITTAL SLIP

DATE 5/25/73

BALDWIN
EDWARDS
KLABOE
SHAW
JOHNSON
HUNTER
SCHROEDER
ACCOUNTING
BRIDGE

CONSTRUCTION
COUNTY AND CITY
DATA PROCESSING
DESIGN
EQUIP. SHOPS
FHWA
LABORATORY
LEGAL
LOCATION

MAINTENANCE
PARKS
PERMITS
PERSONNEL
PLANNING
PROGRAMING
PUBLIC AFFAIRS
RADIO
[✓ RIGHT-OF-WAY]

SECRETARY
SIGN SHOP
TRAFFIC
TRAVEL
FILES
MAIL
E. S. H. B.
REGION ☐

#7577

ATTENTION: J. B. Boyd

FROM: H. S. COULTER

ACTION

☐ NOTE AND FILE
☐ NOTE AND RETURN TO ME
☐ RETURN WITH MORE DETAILS
☐ NOTE AND SEE ME
☐ PLEASE ANSWER
☐ FOR YOUR APPROVAL

☐ PREPARE REPLY FOR MY SIGNATURE
☐ TAKE APPROPRIATE ACTION
☐ PER YOUR REQUEST
☐ SIGNATURE
☐ FOR YOUR INFORMATION
☐ INVESTIGATE

COMMENTS Please acquire property. —

Cy Fredrickson

OSHD E 100 (REV. 6-72)

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

Salem, Oregon
May 18, 1973

SUBJECT: Flooding Complaint
Mattie Olson, R/W File 44384
Kernville Bridge Section
Oregon Coast Highway

To: H. S. Coulter
Assistant State Highway Engineer

FROM: C T Keasey
C. T. Keasey
Construction Engineer

Attached is correspondence from Region II regarding a flooding complaint from Mattie Olson, owner of a house and property lying between the old and new highways on the south side of the Siletz River on the subject project.

Because of the possibility of litigation over the flooding and the desirability of the river frontage for boat access, I agree with Mr. Wimer and recommend that we purchase the property.

Your approval is requested.

RECEIVED
STATE HWY ENGR
MAY 22 '73
REFER TO
FOR
Info

CTK:fw
Enc.
cc G. W. Wimer

RECEIVED
MAY 21 1973
Office of
Assistant State Highway Engineer

5-22-73
I recommend purchase
as proposed —
H S Coulter

APPROVED
5-24-73
DEPUTY STATE HIGHWAY ENGINEER
Date

cy Talbot

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 11, 1973

TO C. T. Keasey
CONSTRUCTION ENGINEER

Wimer

FROM G. W. Wimer
REGIONAL CONSTRUCTION ENGINEER

SUBJECT R/W File 44384
Mattie Olson
Kernville Bridge Section
Oregon Coast Highway

Routing
1 Keasey K
Bond
Jackmond
Hardt
Johnson
Walker
RECEIVED
MAY 14 1973
CONSTRUCTION SECTION
Pease E
Glenn
Berg

Attached is a January 22, 1973 letter from Mattie Olson describing high water conditions around her home on the South side of the Siletz River upstream from our new Kernville structure. My January 25, 1973 reply is also attached.

Resident Engineer, Charles W. Elroy's February 2, 1973 letter and its attachments covering his investigation is attached, as well as a follow-up March 2, 1973 report from Resident Engineer, H. H. Patterson and its attachments. On April 30, 1973 Right of Way agent, Bill Hopkins contacted Mrs. Olson. His May 4, 1973 report of that meeting is attached.

These records do not conclusively prove or disprove that our new highway fill has added to the high water problem on her remainder. However, she was previously on the downstream side of the highway fill whereas now she is on the upstream side. This being on the upstream side might offer her some protection from Winter storms.

Because of the possibility of litigation, and without admitting liability, and the desirability of this river frontage for boat access; purchase of the remainder is recommended. Parks Operations Engineer, Warren Gaskill says the parcel is desirable from their viewpoint but would not want to expend Parks funds. The remainder should cost under $15,000.00. A sketch map is attached as well as some notes by the undersigned.

GWW/de

cc: C. W. Elroy
attachments

FORM 2-30 50M 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Newport, OR 97365
Mar 2 1973

REGION 2 ENGINEER
RECEIVED
MAR 5 1973
RE RCE RME RTE HOE
ULE GEO TA FILE

SUBJECT: Mrs Mattie Olson
R/W File 44384
Siletz R. (Kernville) Br. Sec.
Oregon Coast Hwy.
Contract 7577

To: C. O. Fredrickson
Regional Engineer
SALEM

Atten: Gerald Wimer

Per your recent request there is attached a sheet bearing four graphs showing relative water elevations at various points near the toe of slope of our south approach fill, together with three tabulation sheets of the data on which the graph is based, and together also with a sketch map showing the locations of the four points used.

Graph #1 shows the difference in water elevation at point 4 in relationship to that at point 1. (West side of the fill compared to the east side of the fill.) Points 1 and 4 are nearly equidistant from the 84-inch equalizing culvert. Graph #2 shows the difference in water elevation at point 3 in relationship to that at point 2. (Again, the west side of the fill compared to the east side of the fill.) Points 2 and 3 are nearly equidistant from the culvert. Both the above graphs are based on observations made on February 15, 1973, which was the highest tide of the month. Weather at that time was cloudy and calm.

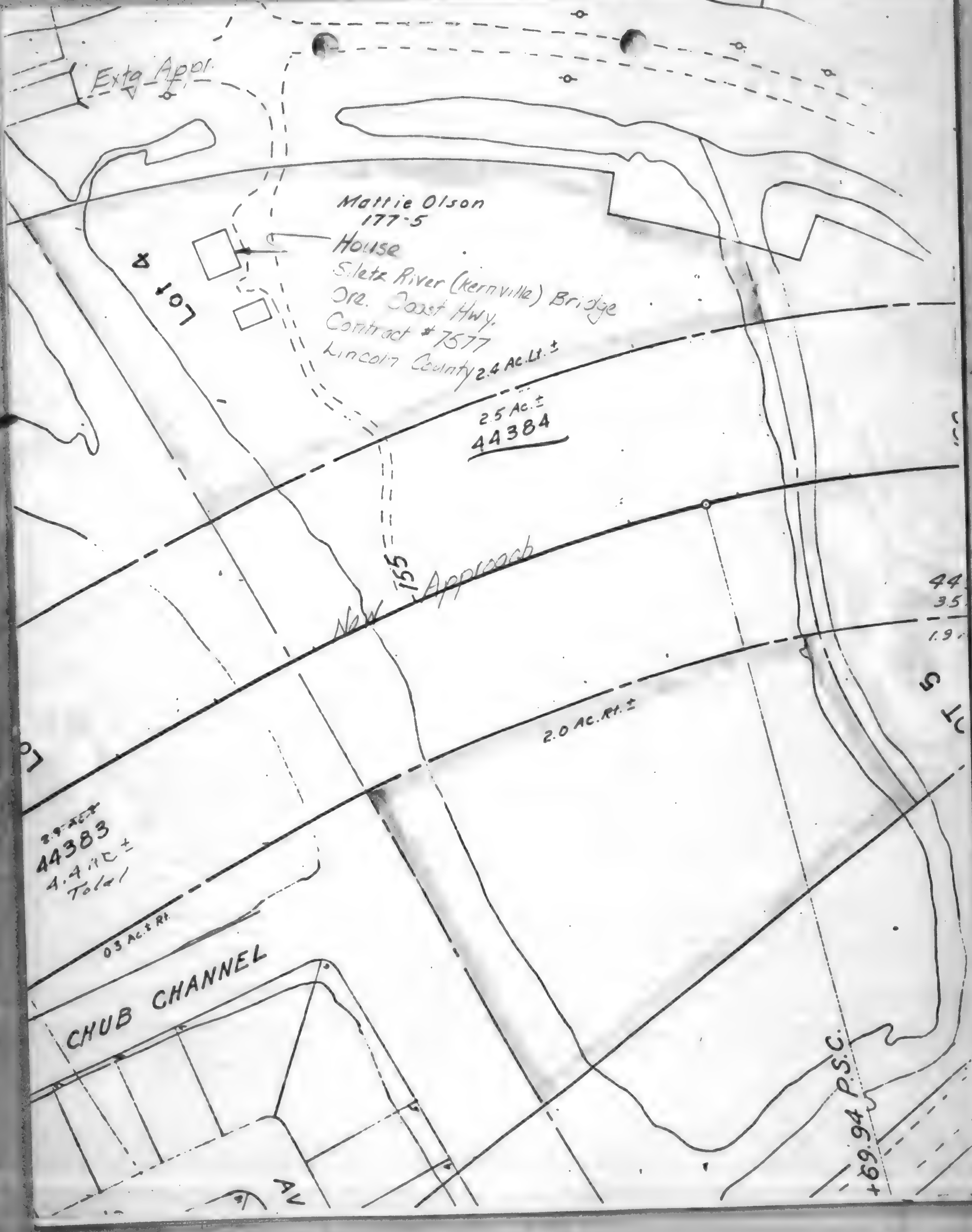
Graphs 1-A and 2-A are similar to the first two graphs but are based on observations made today, March 2, 1973, Weather on this date is scattered clouds and calm.

As shown by these graphs, there is less than one tenth of a foot difference in water elevation between the two sides of the fill

H. H. Patterson

H. H. Patterson
Resident Engineer

cc: C. W. Elroy


Exta Appr
Mattie Olson
177-5
House
Siletz River (Kernville) Bridge
Ore. Coast Hwy.
Contract #7577
Lincoln County
2.4 Ac. Lt. ±
Lot 4
2.5 Ac. ±
44384
155
New Approach
44
3.5
1.9
Lot 5
2.0 Ac. Rt. ±
2.9 Ac. ±
44383
4.4 Ac ±
Total
0.3 Ac. ± Rt.
CHUB CHANNEL
AV
+69.94 P.S.C.

FORM 2-30 (12-67)

REGION 2 ENGINEER
RECEIVED
FEB 6 1973
RE RCE RME RTE ROE
ULE GEO TA FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Lincoln City, Oregon
February 2, 1973

SUBJECT: Mrs. Mattie Olson
R/W File No. 44384
Siletz River (Kernville) Bridge
Oregon Coast Highway
Contract 7577

To: C.O. Fredrickson
Region 2 Engineer

Attention: G. W. Wimer
Regional Construction Engineer

On January 29, 1973, Charles Elroy and myself met with Mrs. Mattie Olson at her new home. This meeting was arranged in response to her letter of January 22, 1973.

At the meeting Mrs. Olson stated that, during the last high water of January 18, 1973, water was on the floor of her house. This house is located left of centerline station 155. She also stated that only once before in 1964 or 1965 had the water reached this level. Mrs. Olson feels that the new roadway embankment is causing water to back up higher than it did before the fill was in place.

We visited the house in question and noted that there was buckling of the floors. No water marks were noted inside the house however. I talked with James B. Olson (Mrs. Mattie Olson's son) and George A. Brown, both long time residents of this area. They both confirmed that the high water on January 18, 1973 and the high water in 1964 of early 1965 were the highest waters in this vicinity in recent years. The water level at Mrs. Olson's house has apparently reached the level of the porch several times over the years.

The high water of January 18, 1973, was occasioned by a 9.7 foot tide which was held back by the wind. The Siletz River was not unusually high at this time.

During a high water of December 21, 1972, H.H. Patterson's crew recorded some data on water elevations and took some pictures of the subject area. This data is included for your information.

Water elevation readings indicate that there is a difference of water elevation from one side of the new fill to the other. Complete information on just what action the water has is not available at this time. Mr. James Olson feels that the new fill keeps incoming surges of water from circulating out around the Siletz Keys area. This area may be subject to a basin action.

Mrs. Mattie Olson says that because of the water conditions she can no longer live in the house, rent it or sell it. She also stated she would like the State to buy it from her. Currently, the house is listed for sale by Dorsey Real Estate in Lincoln City for $23,000.00.

The new embankment has not been in place long enough to draw any conclusions as to what effect it really has on the overall situation. In order to determine whether the fill is causing higher than normal water elevations, it would require considerable investigation. A difference of two to three inches in high water elevation would be enough to cause water on the floors of the subject house. Water has reached the level of the porch, which is a few inches lower than the main floor, several times. It is very possible that water may come to the floor level once or twice a year.

The alternatives considered were:

- a) Do nothing and consider the high water this year as an unusually high tide backup.
- b) Pay for raising the house.
- c) Pay for diking around the house.
- d) Purchasing the property.

Alternative a) was dismissed because it is felt that the owner would eventually press for damages. Alternatives b) and c) were discarded because the cost would be as much or more than alternative d).

In conclusion, we recommend that the State negotiate for the property to avoid any possible litigation. This recommendation is made with some misgiving because of possible repercussions from adjacent property owners if the door is left open.

Charles W. Elroy
Resident Bridge Engineer

Donald W. Thurston
by: Donald W. Thurston
Asst. Resident Engineer

Enclosures

cc: files

2-8-73 Asked Patterson for better water differential information.

East Salem Highway Building, Salem, Oregon 97310

January 25, 1973

Mrs. Mattie Olson
Star Route North
Gleneden Beach, Oregon 97388

Dear Mrs. Olson:

Your January 22, 1973 letter describes recent highwwater conditions around your home at Kernville, We were, indeed, sorry to hear of these.

An investigation will be made. In the process, you will be contacted by Mr. Charles Elroy, Resident Engineer for the New Kernville Bridge.

I am sure you will find him most cooperative in his review.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: Rod Henry
Chuck Elroy - Please contact Mattie Olson immediately. Follow up with a sufficient investigation so that you can make a recommendation.

1/26/73

REGION 2 ENGINEER
RECEIVED
JAN 25 1973
☐ RE ☐ RCE ☒ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

BUF 2-19-73

JAN 24 1973

DISTRICT II
R/W. OFFICE

Jan 22 - 73

To Mr Ellis Hopkins

Last week there was real high water do to storm my house had water on the floor.

I lived there for around 30 years and no trouble of water on floor.

I believe it is caused by the fill across from property.

I hope some one if not you maybe some one else will stop and see me when down this way.

I can not live in my house [illegible] it if every storms causes flooding.

Respectfully
Mattie Olsen

5

7577

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

RECEIVED

DATE May 10, 1973

TO
G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. F-RF-110(9)

FROM
L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7577, Extra Work Order No. 8

Project Siletz River (Kernville) Bridge

Highway Oregon Coast

County Lincoln

The order covers galvanizing all reinforcing steel in the parapet rail above the deck. This corrective work is necessary to prevent rust damage to the steel and rust staining of the parapet concrete.

Attached are copies of letters from the Regional Construction Engineer and the Resident Bridge Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Division Bridge Engineer on March 20, 1973.

Your approval as of March 20, 1973 is requested.

Attach.

JK:dgk

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7577

1859

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
MAY 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

May 4, 1973

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington

Attention A. C. Pearce
Captain, U. S. Coast Guard

Dear Sir:

Siletz River (Kernville) Br.
Oregon Coast Highway
Contract 7577

Your letter of April 25, 1973, requests documentation of the need for the large culvert under the south fill and the channel work adjacent to the south fill for the subject project.

As documentation for need of the large culvert, I enclose our Regional Engineer's letter of June 28, 1971, our Hydraulics Engineer's report of November 2, 1971, and the Corps of Engineers' public notice of a hearing relative to dredging requested by Siletz Keys, Inc., a private corporation. The attachments indicate the need for a culvert resulted from matters brought up at the hearing.

As documentation for need of the channel, I have attached a memorandum to the files dated May 8, 1970, covering a meeting between the Highway Division, the State Fish Commission, the Department of Environmental Quality, the State Game Commission, and the State Executive Department. The first paragraph of page 2 indicates it was the opinion of all present that the proposed channel was required in order that the free flow of water would not be restricted.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

NOTED
E. S. HUNTER

RWE/ag
Attachs.
cc ~~E. S. Hunter~~
D. H. Moehring
C. O. Fredrickson w/attach.
C. Elroy w/attach.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7577

DATE May 3, 1973

TO E. S. Hunter
Assistant State Highway Engineer

FROM Walter J. Hart
Bridge Engineer Walter J. Hart

SUBJECT Strain Gage Project
Siletz River (Kernville) Project
Contract 7577

Initial steps have been taken to install strain gages on the hanger assemblies of the subject project to determine the actual loads imposed on the cantilever supports of the structure.

Mr. Charles Elroy, Resident Bridge Engineer, estimates that the $86,000 left in the engineering allotment will probably be depleted by the time the project is complete. However, there is approximately $54,439 remaining in contingency funds which is considerably more than necessary to complete the project and finance the strain gage installation.

It is estimated that the cost of the strain gage project will be $3,578 for SFO 4 and less than $5,000 for a proposed EWO to furnish and install conduit junction boxes and read-out boxes. Thus far, labor charges against the SFO total $711.

May we have your approval to complete this project.

RJW/ag

cc C. Elroy
C. O. Fredrickson
R. Chandler
H. Schell

5-8-73
original to Hart

APPROVED
ESH
E. S. Hunter
Date 5-8-73

RECE
MAY 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5

7577

March 22, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. F-RF-110(9)

FROM
L. H. Young, Office Engineer

SUBJECT Request Change Order Approval

Contract 7577, State Force Order No. 5

Project Siletz River (Kernville) Bridge

Highway Oregon Coast

County Lincoln

The Order covers permanent striping throughout the project. The contractor is neither properly equipped nor staffed to perform the work contemplated under this Order. The State has the necessary special equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the manual on Uniform Traffic Control Devices as required for participation under the provisions of paragraph 6 of PPM 21-15.

The estimated total cost of the work to be done under this Order is $600 with Federal participation of $360. Reimbursement on an agreed unit price basis is requested. Unit prices to be used will be those in effect at the time the work is done.

This work was tentatively recommended for approval by the Federal Highway Administration District Engineer on Mar. 20, 1973.

Your approval as of March 20, 1973 is requested.

JK:bb
Attach.

5

7577

March 22, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. F-RF-110(9)

FROM L. H. Young, Office Engineer

SUBJECT Request Change Order Approval

Contract 7577, State Force Order No. 4

Project Siletz River (Kernville) Bridge

Highway Oregon Coast

County Lincoln

The Order covers temporary pavement striping throughout the project. The contractor is neither properly equipped nor staffed to perform the work contemplated under this Order. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the manual on Uniform Traffic Control Devices as required for participation under the provisions of paragraph 6 of PPM 21-15.

The estimated total cost of the work to be done under this Order is $200 with Federal participation of $120. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration District Engineer on Mar. 20, 1973.

Your approval as of March 20, 1973 is requested.

JK:bb
Attach.

5

E S Hunter

FORM E-30

7577

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

RECEIVED
FEB 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

[illegible]
E. S HUNTER

DATE February 20, 1973

TO Memorandum to the File

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Siletz River (Kernville) Bridge
Oregon Coast Highway
Contract 7577
On-Site Meeting With Coast Guard

In accord with Commander Hackney's (Coast Guard in Seattle) letter of request dated February 2, 1973, a meeting was held on the job site on February 13, 1973 to review the project against the existing Coast Guard permit. In attendance were Commander Hackney and Mr. Ed Shields of the Coast Guard; C. O. Fredrickson, Region 2 Engineer; Gerald Wimer, Region 2 Construction Engineer; H. H. Patterson, Resident Engineer; C. W. Elroy, Resident Bridge Engineer; and R. W. Ellison, Bridge Administration Engineer.

The Coast Guard's main concern was the general work to be performed. The limits of the road work on the project were not clearly indicated on the Coast Guard permit drawings and the limits of the work areas were also hard to define. The Coast Guard claims jurisdiction for the structure and for the approaches to the structure. In this case the approaches include all the road work being done on the project. Since high water floods up to or upon the road-work fills, the Coast Guard has jurisdiction. In some cases the Coast Guard is not sure whether the jurisdiction is theirs or that of the Corps of Engineers. However, this is a jurisdictional dispute and will be handled by the Coast Guard.

The Coast Guard is concerned that our existing permit drawings are too vague, and could allow some environmental group to make a determination that we are working beyond the limits of the permit, and are, therefore, in violation of the permit. The group could then take the State to court and stop work on the basis of a violation of the permit. In order to prevent this, the State will submit updated revised permit drawings showing pertinent construction details.

Roadway fill work in addition to that included in the original contract was discussed with the Coast Guard personnel. It was their opinion that the State should request supplemental permits from the Coast Guard to do this work.

Widening of the fill at the intersection of the new alignment and the old alignment south of the structure is within the original contract limits and should be covered by one set of permit drawings. Widening of the existing fill south of the Millport Slough is beyond the original project limits and should be covered by another set of permit drawings.

The use of separate drawings for each item will allow the Coast Guard to deny any one of the items, if necessary, without jeopardizing the others.

The meeting with the Coast Guard was conducted on a very friendly basis, and I am sure it tended to enhance our relations with them. It is the Coast Guard's thought that additional field trips would tend to improve relations between the Coast Guard and the State Highway Division, and they intend to make such trips.

RWE/ag

cc E. S. Hunter
A. E. Johnson
C. O. Fredrickson
C. W. Elroy
J. H. Wood
C. T. Keasey
H. H. Patterson

RECEIVED
JAN 11 1973
FOR FILING

7577

1-8-73

SUMMARY OF 1972 CLAIM REVIEW BOARD ACTIVITIES

The Board met 13 times during the year and seven of these meetings were with contractors to hear claims presented in the total amount of $539,619. The largest of these concerned the Fremont Bridge Piers and this claim had been pending since 1970 meeting with the contractor.

The remaining six claims were all new presentations. At the end of the year, the Board had taken a position on all of them and has no unfinished business before it at the present time.

Three claims were denied in their entirety.

Settlements were secured on three claims. Total amounts specifically claimed on these three was $82,572. Compromise agreements were reached on these three claims totaling $45,407 or 55 percent of the amounts originally claimed. A list of the 1972 claims is attached.

Contractors chose to carry two of the claims from the year previous (1971) on into court actions. The Fountain Slide claim trial was held in 1972 and the State's position was upheld in that the court allowed the contractor nothing. The Wilsonville (Lord Bros.) claim has been filed in court with a trial expected some time in 1973.

Since its first meeting in October, 1967, the Claims Board has heard disputes involving 38 highway contracts.

John A. Bond, Secretary
Claims Review Board

RECEIVED
STATE HWY ENGR
JAN 8 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

JAB:fw
Attach.
cc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. I. Lindas
V. E. Skoog

1972 CONTRACT CLAIMS
SUBMITTED TO CLAIMS REVIEW BOARD

Contract Number	Section	Claim Amount
7124	Fremont Bridge Piers (2nd presentation)	$242,922.69
	Denied. (carried over from 1970).	
7610	Eastside (Isthmus Slough) Bridge	Wanted a force account basis to finish plus $6,967.77 for added work.
	Settled for pro-rated steel tonnage correction = $7,530.66 + $6,967.77 as requested.	
7555	Longview Interchange Section	$ 62,388.18
	Compromise settlement for $30,000 plus time extension.	
7323	Sunset Highway-Beaverton	$143,087.00
	Denied	
7627	Nehalem Bay State Park	$ 13,216.00
	Settlement for $8,439 and terminate contract.	
7366	McAlister Lane U'Xing	$ 40,281.68
	Paid $429.83 on one part; denied rest.	
7577	Siletz River (Kernville) Bridge	$ 30,756.08
	Denied.	

JAB:fw
January 8, 1973

F-RF-110(9) Siletz R. (Kernville) Br. Sec 1971
of Oregon Coast Hwy. (Grad., pav.,
#7577 structure and sign.) Folder #2

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RECEIVED
[illegible] 1972
FOR FILING

7577

November 28, 1972

Mr. F. J. Ehrke
President Pro Tem.
Siletz River Tidewater Association
12510 S. W. Prince Phillip Court
(King City)
Portland, OR 97223

688

Dear Mr. Ehrke:

Siletz River (Kernville) Bridge
Oregon Coast Highway
Contract 7577
Falsework Removal

The Siletz River Bridge project is in the final stages of construction and removal of the temporary supports used during construction of the bridge has begun.

The temporary beams which rest on top of the piling are now being removed and removal of the piling should begin late this week or early next week. It is planned that this work will continue until all piling have been removed.

Your interest in this project is appreciated, as is your concern in this matter.

Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
L. I. Lindas (enc.)
J. B. Boyd "
C. Elroy "

RWE:dh ja

NOV [illegible]5, 1972

STATE HIGHWAY COMMISSION
SALEM, OREGON

RE: NEW BRIDGE (HWY #101) BEING CONSTRUCTED OVER THE SILETZ RIVER.

GENTLEMEN:

CONSIDERABLE PILING HAS BEEN DRIVEN IN THE SILETZ RIVER BED TO ENABLE CONSTRUCTION OF THE NEW COAST HIGHWAY BRIDGE. WE HAD BEEN INFORMED THAT THIS PILING (RIVER FLOW OBSTRUCTION) WOULD ALL BE REMOVED BY LAST MONTH. THIS HAS NOT BEEN DONE.

HIGHER WATER TIDES ARE NOW EXPECTED AND THIS TOGETHER WITH HEAVY RAINS, COULD CAUSED FLOODING UP RIVER. THERE IS NO QUESTION, IF THE ABOVE MENTIONED PILING REMAIN IN THE RIVER, MORE THAN USUAL FLOODING WILL OCCUR.

THIS IS TO ADVISE BOTH THE OREGON STATE HIGHWAY COMMISSION AND THE BRIDGE CONTRACTOR THAT THEY WILL BE HELD RESPONSIBLE FOR ANY EXCESS FLOODING DAMAGE DUE TO THE BLOCKING OF THE RIVER FLOW BY THE PILING AND THE BRIDGE CONSTRUCTION NOW IN PROGRESS.

YOUR COOPERATION IN HAVING THE OBSTRUCTION IN THE RIVER REMOVED AS SOON AS POSSIBLE WILL BE APPRECIATED.

VERY TRULY YOURS

PRES. PRO-TEM.
SILETZ RIVER TIDEWATER ASS'N.

RECEIVED
NOV 22 1972
BRIDGE DIVISION

F. J. EHRKE
17510 SW. PRINCE PHILLIP CT.
(KING CITY) PORTLAND,
OREGON 97223

Noted
Cary L. Ross

RECEIVED
NOV 20 72
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

NOTED
W. J. HART

25527

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

ADDRESS REPLY TO
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE
SEATTLE, WASH. 98104

3271
Ser 738
31 Oct 1972

NOTED
A. E. JOHNSON

cy-Bridge
11-2-72

Willamette-Western Corporation
Attn: Mr. Tom W. Ryan, Project Manager
Siletz River Bridge, Kernville, Oregon
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

Gentlemen:

Your letter of 26 October 1972, concerning removal of the old Siletz River bridge for Highway 101, has been received. The Coast Guard does not maintain a list of all agencies having a concern for operations in the waters. The following list may serve as a starting point, as some sub-agencies may also have a concern.

Regional Administrator
Environment Protection Agency
Attn: Mr. L. A. Reed, Permits Branch
1200 Sixth Avenue
Seattle, Washington 98101

Permits Review Officer
Department of the Interior
P. O. Box 3621 (Room 716)
Portland, Oregon 97208

Oregon Department of Environmental Quality
Attn: Mr. L. B. Day, Director
720 State Office Building
Portland, Oregon 97201

Oregon Marine Board
Attn: Mr. R. F. Rittenhouse, Director
Agricultural Building
Salem, Oregon 97310

U. S. Army, Corps of Engineers, Portland District
Attn: Mr. Adam Heineman, Chief, Operations Division
P. O. Box 2946
Portland, Oregon 97208

11-2-72
REFERRED TO
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STATE HWY ENGR
NOV 1 '72
REFER TO
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FOR

Info	Inves	R/D	D/R	Sign	Act	File

The above list may not include all of those having an interest.

It is suggested that this office be informed in advance to allow publication of the blasting in the "Notice to Mariners."

The old bridge removal is required under the permit for the new bridge issued by the Coast Guard to the Oregon State Highway Division. As your contract is with the Highway Division, you should obtain all guidance from that agency. This letter, therefore, only lists other

31 October 1972

Re: Siletz River Bridge, Kernville, Ore.

agencies which may have some interest. It is not to be interpreted in any manner as authorization for anything, or any method of removal. A copy of this letter is being forwarded to the Oregon State Highway Division.

Sincerely,

R. V. HACKNEY
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Copy to: Oregon State Hwy.Department
Salem, Oregon 97310

RECEIVED
OCT 25 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7577

October 24, 1972

Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

Attention: Mr. A. B. Wilkinson

RE: Siletz River (Kernville) Bridge Section
Contract No. 7577

NOTED
F. B. KLABOE

Gentlemen:

The Claims Review Board has completed their review of the three-part claim based on alleged "Act of God" which you discussed with the Board on October 16. This is to advise you the Board rejected the claim in its entirety.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

RECEIVED
STATE HWY ENGR
OCT 24 '72
REFER TO
FOR

JAB:fw

cc: F. B. Klaboe
A. E. Johnson
W. J. Hart
J. B. Boyd

RECEIVED
OCT 25 1972
FOR FILIN

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7577

October 20, 1972

Hershiser, Mitchell & Warren
Attorneys at Law
1039 Georgia-Pacific Building
900 S. W. Fifth Avenue
Portland, Oregon 97204

NOTED
A. E. JOHNSON

Attention Mr. Edward H. Warren

Gentlemen:

Siletz River (Kernville) Bridge
Oregon Coast Highway
Contract 7577
Vickstrom vs. Willamette-Western et al
Photographs

I am returning the Oregon State Highway Division photographs for the subject project which you forwarded to me on September 26,1972, in response to my request.

Our hearing for the contractor on this project has been concluded, and the photographs are returned for your use in the Vickstrom vs. Willamette-Western litigation.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attachs.
cc A. E. Johnson
J. B. Boyd
J. Sollis

RECEIVED
OCT 24 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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RECEIVED
SEP 20 1972
FOR FILING

7577

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 18, 1972

TO
G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
by ORIGINAL SIGNED BY L. H. YOUNG
L. H. Young
Programing Engineer

SUBJECT
Program Change and Authorization
Project F-RF-110(9)
Siletz River (Kernville) Bridge Section

We are submitting herewith PR-9 Forms "Request For Approval of Individual Project Program Change" for Project F-RF-110(9), Siletz River (Kernville) Bridge Section to extend the project's southern terminus 0.47 of a mile to the southwest (new overall length 1.16 miles) and add to the "Character of Proposed Work" 0.24 of a mile of partial embankment construction (on the westerly side of the existing highway) on future alignment within the existing right-of-way.

This request for program change of project limits and work is being made in order to utilize suitable material from the mandatory borrow source, which material must be removed from the borrow source (Sta. 45+00 to 57+00) to insure proper drainage slopes of the area and remove an interference with the sight distance from Immonen Road, as partial roadbed embankment for a future improvement of the existing highway facility between Stations 32+50 and 45+00 as shown on the enclosed sketch map. The borrow source, Station 45+00 to Station 57+00, is within the existing right-of-way and the excavation of materials including that mentioned above was and is to be made to grades and slopes which will be usable as roadbed and/or slopes on a future improvement of this section of the highway facility.

We are also enclosing a copy of memorandum dated September 13, 1972 from Mr. Wimer of Region 2, Highway Division, which contains additional data relative to the requested program change including the sketch map referred to hereinabove.

We further request your confirmation of the prior approval as of September 7, 1972 by Mr. Hossner to proceed with the work as set forth hereinabove. This prior approval is indicated in Mr. Wimer's enclosed September 13, 1972 memorandum.

RNC:bb
Enclosures

cc: C. T. Keasey
J. B. Boyd
R. N. Chase

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

September 13, 1972
Salem, Oregon

SUBJECT: Project Extension
Kernville Bridge Section

To: L. H. Young
PROGRAMING ENGINEER

Attached is a sketch map and typical section showing the area between Stations 32+50 and 44+00 where it is desirable to place approximately 9,250 yds. of material to form the future road bed section.

Placing this material would also allow completion of the specified mandatory borrow on the original contract. If this borrow is not completed, there will be problems with drainage slopes and sight distance from Immonen Road.

It is presently anticipated that this placement would be done under EWO at an approximate unit cost of $1.00 per cu. yd., or a total of $9,250 plus another $1,000 to clear the area for a grand total of $10,250.

The matter was reviewed with FHWA District Engineer, Glenn Hossner and Area Engineer, Paul Riedl Thursday, September 7, 1972. Mr. Hossner was receptive to a program change. In fact, he gave prior approval to proceed, with the only qualification being that if the program wasn't approved there would not be any Federal participation.

He also reviewed as to whether a negative environmental report would be necessary. His conclusion that one would not be required. This was because the work would be confined to the existing R/W. It would also be barely in to an old parallel adjacent borrow ditch. It would not interfere with existing drainage and have a minimum impact on the area. That is, there are only a few small trees and scattered brush in the area to be filled.

Done

It would be appreciated if you would expedite securing a program change.

Gerald Wimer

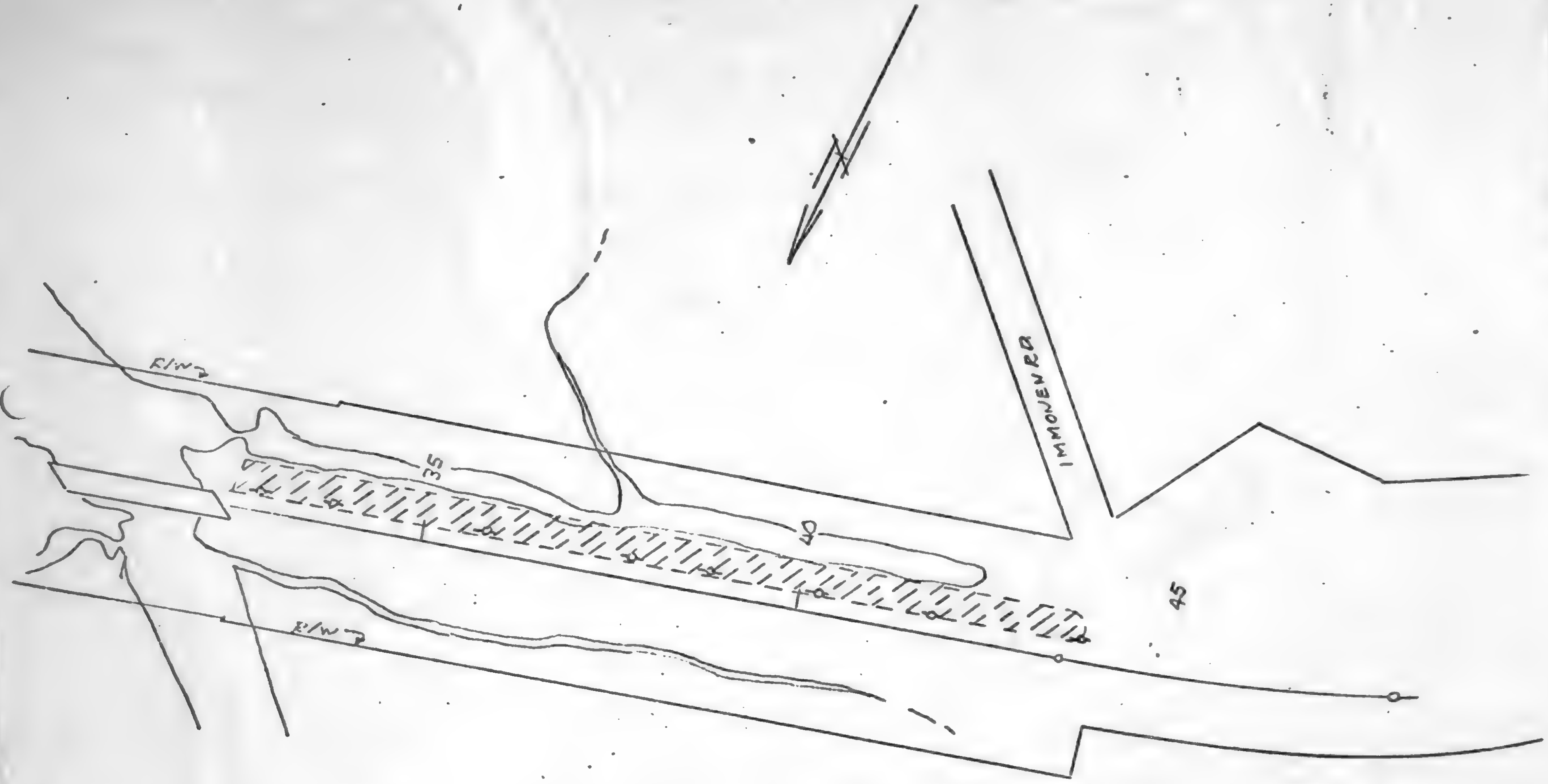
Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

NOTED
R. D. ASBURRY

GWW/sr

cc: C. T. Keasey
Walt Hart
Chuck Elroy
H. H. Patterson

RECEIVED
SEP 13 1972
PROGRAMING SECTION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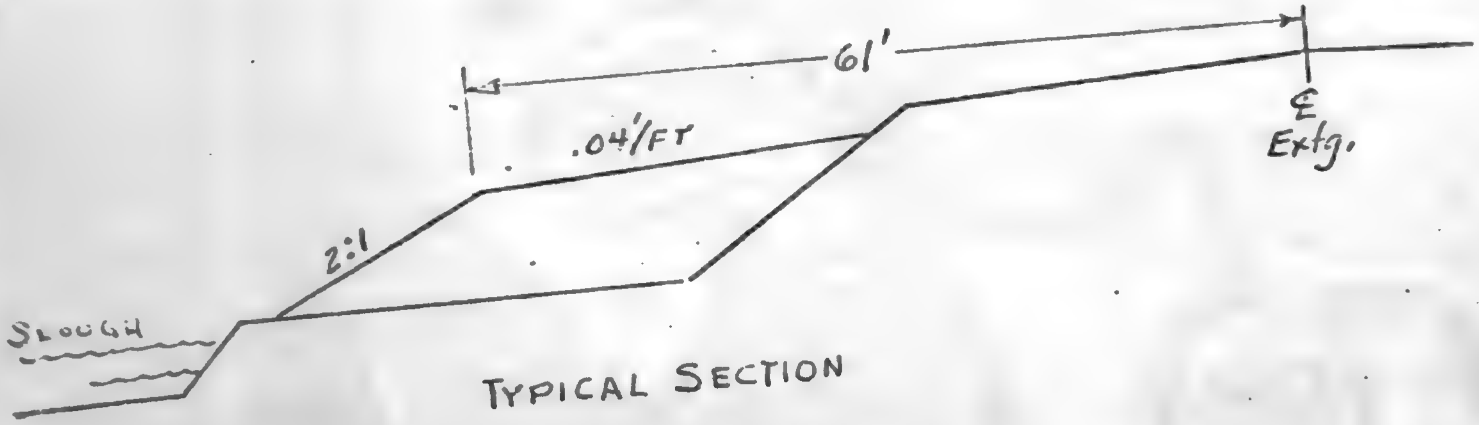
IMMONEN RD


SLOUGH
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61'
℄
Extg.

TYPICAL SECTION

SILETZ R. (KERNVILLE) BR. SEC.
OREGON COAST HIGHWAY

SKETCH MAP
OF
PROPOSED WIDENING
8 SEP 72

1" = 20.

FORM PR-9
(REV. 4-61)

REQUEST FOR A
OF INDIVIDUAL PROJECT
(PPM 21.1 AN

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

9-18-72

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* US 101 0.77 Mi. S. Siletz R. (Kernville) N. 1.16 Mi. 21 65	ADT	5,000	FUTURE 10,700 (66) (70)	YEAR 92 (71) (72

FOR MISCELLANEOUS FUNDS ONLY

CARD 3	CHARACTER OF PROPOSED WORK *(35 spaces)* Gr., Dr., H.T. Pave. & 1 Br. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH Y 74

COUNTY NAME

CARD 4	CLASS OF FEDERAL FUNDS [1]	Primary
	NAME OF URBAN AREA 17-31	F.A. SYSTEM Primary

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (56)	TOTAL COST (59) (66
1	(14)(15)	16	41	42	43 - 46	53						
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	498	F-RF-110(9)	US 101 0.3 Mi. S. Siletz R. (Kernville) N. 0.69 Mi. "Siletz R. (Kernville) Bridge Section"	(0.25) 0.44	(1,822,821) 3,062,503
										PROJECT TOTAL	0.44	3,062,503
5					PE ROW CONST		RE-QUESTED REVISION	498	F-RF-110(9)	US 101 0.77 Mi. S. Siletz R. (Kernville) N. 1.16 Mi. "Siletz R. (Kernville) Bridge Section"	(0.25) 0.91	(1,822,821) 3,062,503 (16)
										PROJECT TOTAL	0.91	3,062,503

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ CODE 11	PROJECT WITHDRAWN YES ☐ CODE 2	REASON FOR CHANGE:
1	COLUMN 14 →		

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: April 30, 1971	PROGRAM REVISION REQUESTED DATE September 18, 1972	RECOMMEN DATE
OTHER: May 5, 1971	SIGNATURE Programing Engineer	SIGNATURE TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

9-18-72

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

			FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
(Kernville) 65	ADT	5,000	10,700 (66) (70)	92 (71) (72)	10 (74) (75)	Oregon	35 (2) (3)	012 4 6	498 (14) (18)

FOR MISCELLANEOUS FUNDS ONLY

OUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR
(68)	69	70	71	72 73	74 75

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER-AGR. NO.	I PROJECTS ONLY: POST MI. MI.	DESIG.
F-RF- 14 23	110(9) 7 13	(24) (26)	27

mary

COUNTY NAME: Lincoln — CODE 14 041 16

	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
	Primary	P	2	(32) 9 (36)	(37) 101 (41)

ECT ER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
		(54) (58)	(59) (66)	(67) (76)		
)	US 101 0.3 Mi. S. Siletz R. (Kernville) N. 0.69 Mi. "Siletz R. (Kernville) Bridge Section"	(0.25) 0.44	(1,822,821) 3,062,503	Rural Primary 1,946,679	1,115,824	Gr., dr., 4-12' lanes H.T. pave., with 10' shldrs., median var. (4' min., 16' max.), 1 bridge (length 920', H.C. 72')
	PROJECT TOTAL	0.44	3,062,503	1,946,679	1,115,824	
)	US 101 0.77 Mi. S. Siletz R. (Kernville) N. 1.16 Mi. "Siletz R. (Kernville) Bridge Section"	(0.25) 0.91	(1,822,821) 3,062,503 (16) (23)	Rural Primary 1,946,679 (24) (33)	1,115,824	Gr., dr., 4-12' lanes H.T. pave., with 10' shldrs., median var. (4' min., 16' max.), 1 bridge (length 920', H.C. 72'), 0.24 mi. of partial embankment construction.
AWN	PROJECT TOTAL	0.91	3,062,503	1,946,679	1,115,824	

for all

REASON FOR CHANGE:

-OVER-

GRAM REVISION REQUESTED	RECOMMENDED	APPROVED
ptember 18, 1972	DATE	DATE
	SIGNATURE	SIGNATURE
Engineer	TITLE	TITLE

financing, show both classes of funds involved.

USCOMM-DC 40686-P61

SILETZ RIVER (KERNVILLE) BRIDGE SECTION

PROJECT NO. F-RF-110(9)

Reason For Change: To extend the project approximately 0.47 of a mile southerly, thus placing the southern terminus approximately 0.77 of a mile south of the Siletz River, so as to include within the project limits the section of highway from Station 164+32.72 thru equation 169+80.68 Back = 25+93.52 Ahead to Station 45+00. To add to the "Character of Proposed Work" 0.24 mile of partial embankment construction (approximately 9,300 cu.yds. of material).

MONTHLY TRANSACTION NO.	FORM PR-9 (REV. 4-61) 9-18-72
DATE SUBMITTED TO W.O.	

REQUEST FO
OF INDIVIDUAL PROJ
(PPM 21-

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 US 101 0.77 Mi. S. Siletz R. (Kernville) N. 1.16 Mi. 65	ADT	5,100	FUTURE (66) (70) 10,700	9

CARD 3	CHARACTER OF PROPOSED WORK *(35 spaces)* 28 Gr., Dr., H.T. Pave. & 1 Br. 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AU 74

CARD 4	CLASS OF FEDERAL FUNDS [1] Rural Primary	COUNTY NAME
	NAME OF URBAN AREA 17-31	F.A. SYSTEM Primary

CARD 5	LINE NO.	CODE	PRO-JECT COUNT	WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COS
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59)
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	3	RF-F-110(9)	US 101 0.3 Mi. S. Siletz R. (Kernville) N. 0.69 Mi. "Siletz R. (Kernville) Bridge Section"	(0.44) 0.25	(3,062,503 1,822,821
										PROJECT TOTAL	0.25	1,822,821
5					PE ROW CONST		RE-QUESTED REVISION	3	RF-F-110(9)	US 101 0.77 Mi. S. Siletz R. (Kernville) N. 1.16 Mi. "Siletz R. (Kernville) Bridge Section"	(0.91) 0.25	(3,062,503) 1,822,821 (18)
										PROJECT TOTAL	0,25	1,822,821

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE:

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

	PROGRAM REVISION REQUESTED	RECOMME
DATE OF INITIAL APPROVAL: April 30, 1971	DATE September 18, 1972	DATE
OTHER: May 5, 1971	SIGNATURE	SIGNATURE
	Programing Engineer	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

9-18-72

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

(Kernville) 65	ADT	5,100	FUTURE 10,700 (66) (70)	YEAR 92 (71) (72)	REGION 10 (74) (75)	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN. CODE 073 4 6	ITEM NO. 3 (14) (15)

FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
ROUTE NO (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) RF-F- 14 23	NUMBER-AGR. NO. 110(9) 7 13	POST MI. MI. (24) (26)	DESIG. 27

l Primary	COUNTY NAME Lincoln	CODE 14 041 16

F.A. SYSTEM Primary	RTE NO. P	FEDERAL AID 2	STATE (32) 9 (36)	U.S. (37) 101 (41)

BER	TERMINI	MILES	PROJECT COST TOTAL COST	 FEDERAL FUNDS	 STATE FUNDS	CHARACTER OF PROPOSED WORK
	US 101 0.3 Mi. S. Siletz R. (Kernville) N. 0.69 Mi. "Siletz R. (Kernville) Bridge Section"	(54) (58) (0.44) 0.25	(59) (66) (3,062,503) 1,822,821	(67) (76) Primary 1,157,821	665,000	Gr., dr., 4-12' lanes H.T. pave., with 10' shldrs., median var. (4' min., 16' max.), 1 bridge (length 920', H.C. 72')
	PROJECT TOTAL	0.25	1,822,821	1,157,821	665,000	
- 9)	US 101 0.77 Mi. S. Siletz R. (Kernville) N. 1.16 Mi. "Siletz R. (Kernville) Bridge Section"	(0.91) 0.25	(3,062,503) 1,822,821 (16) (23)	Primary 1,157,821 (24) (33)	665,000	Gr., dr., 4-12' lanes H.T. pave., with 10' shldrs., median var. (4' min., 16' max.), 1 bridge (length 920', H.C. 72'), 0.24 mile of partial embankment construction.
AWN	PROJECT TOTAL	0.25	1,822,821	1,157,821	665,000	

for all

REASON FOR CHANGE:

-OVER-

OGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
ptember 18, 1972	DATE	DATE
	SIGNATURE	SIGNATURE
Engineer	TITLE	TITLE

financing, show both classes of funds involved.

USCOMM-DC 48909-P61

SILETZ RIVER (KERNVILLE) BRIDGE SECTION

PROJECT NO. F-RF-110(9)

Reason For Change: To extend the project approximately 0.47 of a mile southerly, thus placing the southern terminus approximately 0.77 of a mile south of the Siletz River, so as to include within the project limits the section of highway from Station 164+32.72 thru equation 169+80.68 Back = 25+93.52 Ahead to Station 45+00. To add to the "Character of Proposed Work" 0.24 mile of partial embankment construction (approximately 9,300 cu.yds. of material).

RECEIVED
SEP 20 1972
FOR FILING

7577

5

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 18, 1972

TO Mr. John Bond
Construction Section

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Siletz River (Kernville) Bridge Section
Oregon Coast Highway
Contract 7577
Claims Review Board Hearing

NOTED
A. E. JOHNSON

In accord with the attached request from Jerry Wimer, Region Construction Engineer and Willamette Western Corporation, contractor on the subject project, please set up a Claims Review Board Meeting to cover the matter of damages resulting from flooding on the Siletz River during January, 1972.

Because of litigation by the Siletz River Marina, the hearing should be set far enough in advance to allow our insurance agent to attend.

RWE/ag

cc Frank McKinney
A. E. Johnson
C. Keasey
C. Elroy
H. H. Patterson
A. A. Rear

RECEIVED
SEP 19 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

21-1085

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

September 13, 1972
Salem, Oregon

SUBJECT: Claims Review Board Request
Kernville Bridge Section

To: Walt Hart
BRIDGE ENGINEER

Attached is an August 23, 1972 request from Willamette Western Structures Manager, A. B. Wilkenson, requesting a "Claims Review Board" hearing on the matter of their claim of compensation relating to damages incurred by the January floods on the Siletz River. Also attached is an August 29, 1972 letter of transmittal and an August 29, 1972 letter of acknowledgement, both from Resident Bridge Engineer, Charles W. Elroy.

It would be appreciated if you could schedule a meeting with the Claims Review Board for early October. If this is possible, please advise of the date.

Your attention is called to the fact that this claim relates to the legal suit by Alden Vickstrom.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: C. T. Keasey
Chuck Elroy
H. H. Patterson

RECEIVED
SEP 15 1972
BRIDGE DIVISION

21-1085

REGION 2 ENGINEER
RECEIVED
AUG 30 1972

OREGON STATE
HIGHWAY DIVISION

249½ S. W. Highway 101
Lincoln City, Oregon 97367

August 29, 1972

Willamette-Western Corporation
Foot of N. Portsmouth Ave.
Portland, Oregon 97203

Attention: Mr. A. B. Wilkinson
Structures Manager

RE: Claims Review Board
Siletz River (Kernville) Bridge
Oregon Coast Highway
Contract No. 7577

In reply to your August 23, 1972 letter requesting a "claims review board" hearing concerning flood damage incurred in January 1972 during construction of the Siletz River (Kernville) Bridge, I wish to inform you that the Region office has been notified of your request.

We are now awaiting notification of the time and date of the hearing.

Very truly yours,

Charles W. Elroy

Charles W. Elroy
Resident Bridge Engineer

cc: J.B. Boyd
Tom Ryan
files

RECEIVED
SEP 15 1972
BRIDGE DIVISION

21-1085

REGION 2 ENGINEER
RECEIVED
AUG 30 1972

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FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Lincoln City, Oregon
August 29, 1972

SUBJECT: Claims Review Board
Siletz River (Kernville) Bridge
Oregon Coast Highway
Contract No. 7577

To: Mr. J. B. Boyd
Regional Engineer

Willamette-Western Corporation, contractor on the Siletz River (Kernville) Bridge Section, has requested this office for a "Claims Review Board" hearing on their claim for flood damage incurred during the January 1972 high water of the Siletz River.

Attached herewith are copies of Willamette-Western's letters dated August 23, 1972 (requesting a "Claims Review Board" hearing) and May 17, 1972 (submittance at my request of itemized costs incurred by the contractor during the January 1972 flooding condition).

Please advise this office if you have not received copies of the other correspondence mentioned in Mr. Wilkinson's letter of August 23, 1972.

Charles W. Elroy
Charles W. Elroy
Resident Bridge Engineer

cc: files

Gerry
Forward
request Claim
Board for Oct
JB

RECEIVED
SEP 15 1972
BRIDGE DIVISION

"Helping Build the West"

WILLAMETTE-WESTERN CORPORATION

Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503-285-9111 • Cable Address: WILDWEST

NOTED
C. W. ELROY
AUG 24 REC'D

23 August 1972

Mr. Charles Elroy
Oregon State Highway Department
249½ SW Highway 101
Lincoln City, Oregon

Dear Mr. Elroy,

As confirmation of conversation between Mr. J.B.Boyd and the undersigned, we wish to request a "Claims Review Board" hearing on the matter of our request for compensation relating to damages incurred by the January floods on the Siletz River.

Our position and our reasonings for requesting compensation are outlined in our letters to the state on these dates; 13 January 1972, 22 February 1972 and 17 May 1972. Copies are attached

The State's letter of 22 May 1972 denies any responsibility for acceptance of damages.

Willamette-Western Corporation's letter of 17 May 1972 itemizes the actual flood damage costs to the contractor. It should be noted however, that legal suits have been filed by Siletz River Marina businesses for property damages occassioned by "log and debris" jams, for which these businesses are holding the contractor and the State of Oregon responsible.

Your earliest possible attention to the matter of arranging a claims review board will be appreciated. In the event we can offer further documentation or substantiation of our costs and position, please contact me or Mr. T.W.Ryan, the contract Project Manager.

Sincerely,

A.B.Wilkinson
Structures Manager

cc: Jack Stranix
Norman Kobin

RECEIVED
SEP 15 1972
BRIDGE DIVISION

WILLAMETTE TUG & BARGE CO.
WILLAMETTE HI-GRADE CONCRETE CO.

WESTERN-PACIFIC DREDGING CORP.
WESTERN-PACIFIC PILEDRIVING CO.

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams
Submarine Pipelines • Land Reclamation • Marine Construction • Piledriving • Intakes and Outfalls • Land and Water Substructures
Readymix Concrete • Sand and Gravel • Crushed Rock • Fill Material • Truck Rail Barge Delivery

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FOR FILING

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 22, 1972

TO
G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. F-RF-110(9)

FROM
George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT
Request: Change Order Approval

Contract 7577 Extra Work Order No. 7

Project Siletz River (Kernville) Bridge

Highway Oregon Coast

County Lincoln

The Order covers furnishing and installing additional culverts, perforated drain pipe and one inlet. These installations are necessary to provide adequate drainage near the north end of the project.

Attached are copies of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on July 12, 1972.

Your approval as of July 12, 1972 is requested.

Attachments

JK:kde

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AUG 2 - 1972
FOR FILING

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7577

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 31, 1972

TO
Glen L. Green, Acting
~~R. E. Simpson,~~ Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. F-RF-110(9)

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Contract 7577 Extra Work Order No. 6

Project Siletz River (Kernville) Bridge

Highway Oregon Coast

County Lincoln

This order covers the cost to excavate and backfill soft spots in the shallow fill between stations 120 and 130 and the placement of special granular material in a existing drainage trench. Also included in this order is the cost to construct a drainage ditch on the easterly side of this fill area. This ditch was not shown on the contrast plans.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer June 28, 1972.

Your approval as of June 28, 1972 is requested.

Attachments

BGW:dgk

RECEIVED
JUL 20 1972
FOR FILING

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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 17, 1972

TO Mr. Jack Sollis
Legal Section

FROM

R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT

Flood Damage Data
Vickstrom and Chinook Moorages
Kernville Bridge Section
Contract 7577

As per your request attached is a copy of a July 10 report from the Resident Engineer, Charles W. Elroy, historically documenting damages to the Vickstrom and Chinook Moorages, one set of letters from our bridge files and a set of eighteen photographs, all dealing with the above subject claim.

Only one set of photographs has been made due to the expense involved.

If additional information is required please advise.

DOC/ag

Attach.

cc A. E. Johnson
~~W. J. Hart~~
J. B. Boyd

RECEIVED
JUL 18 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

S

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FOR FILING

OREGON STATE
HIGHWAY DIVISION

7577

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 10, 1972

Ms. Joan A. Neschke
Siletz Keys, Inc.
17673 S. E. 130th Avenue
Clackamas, Oregon 97015

Dear Ms. Neschke:

Landscaping Siletz River (Kernville) Bridge

Your letter of June 15 to Mr. Elroy, Resident Bridge Engineer on the Siletz River Bridge project, has been referred to this office. I have requested our Landscape Unit to prepare a study plan and estimate for landscaping the approach embankments to the new structure. A decision on what landscaping treatment can be accomplished will be made after a review of the study plan.

The environment of the coast area is such that previous attempts at landscaping of highway slopes has not been particularly successful. Hopefully a satisfactory plan can be developed for the Siletz project that can be done within the limits of available funds.

You will be kept advised of developments on this matter.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

WALTER J. HART

Walter J. Hart
Bridge Engineer

NOTED
A. E. JOHNSON

WJH:dh

cc A. E. Johnson /w/ attach.
J. B. Boyd
Roy Olson /w/ attach.

JUL. 1 0 Rec'd
ED

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1972

SUBJECT: Landscaping Request
Kernville Bridge Section

To: Walt Hart
BRIDGE ENGINEER

Attached is a June 15, 1972 letter from Joan A. Neschke, Secretary of Siletz Keys, Inc. requesting landscaping of the new Kernville Bridge fill approaches. Also attached is Resident Bridge Engineer, Charles W. Elroy's June 19 reply, promising further study. In other words, a further reply is needed.

A preliminary review has been made with Skip Spooner of the Landscape Unit.

It is unlikely these new four lane fills will ever be revised. The slopes will be quite permanent. Some degree of landscape treatment should be made. This could be more formal in the island areas and on the slopes closer to homes and/or businesses. The remaining slopes could be seeded with native materials.

It is strongly recommended the matter be turned over to the Landscape Unit with instructions to develope a reasonable plan. If you agree, Joan A. Neschke should be given a further reply and the matter turned over to Roy Olsen for designing.

Gerald W. Wimer

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/ser

cc: Charles W. Elroy w/attach

RECEIVED
JUN 28 1972
BRIDGE DIVISION

21-1085

REGION 2 ENGINEER
RECEIVED
JUN 20 1972
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OREGON STATE
HIGHWAY DIVISION

249½ S. W. Highway 101
Lincoln City, Oregon 97367

June 19, 1972

Siletz Keys, Inc.
17673 S. E. 130th Avenue
Clackamas, Oregon 97015

Attention: Joan A. Neschke

RE: Approach Landscaping
Siletz River (Kernville) Bridge
Oregon Coast Highway
Contract No. 7577

Dear Joan:

Your letter of June 15th, expressing the desire of your group for landscaping along the approaches to the new Siltez River Bridge, will be forwarded to Mr. J.B. Boyd, Regional Engineer, for further study.

The present contract requires the seeding of these areas with a variety of grasses for the ultimate necessary purpose of protecting the slopes from wind and water erosion, a requirement not usually satisfactorily accomplished on the coast by slower growing shrubs and trees.

The seeded areas are to be fertilized and mulched, and it is hoped that the grasses, when established, will restore to the site some of the natural beauty sacrificed to the needs of the traveling public.

Very truly yours,

Charles W. Elroy

Charles W. Elroy
Resident Bridge Engineer

cc: Mr. J.B. Boyd
files

Gerry
What is your thought

RECEIVED
JUN 28 1972
BRIDGE DIVISION

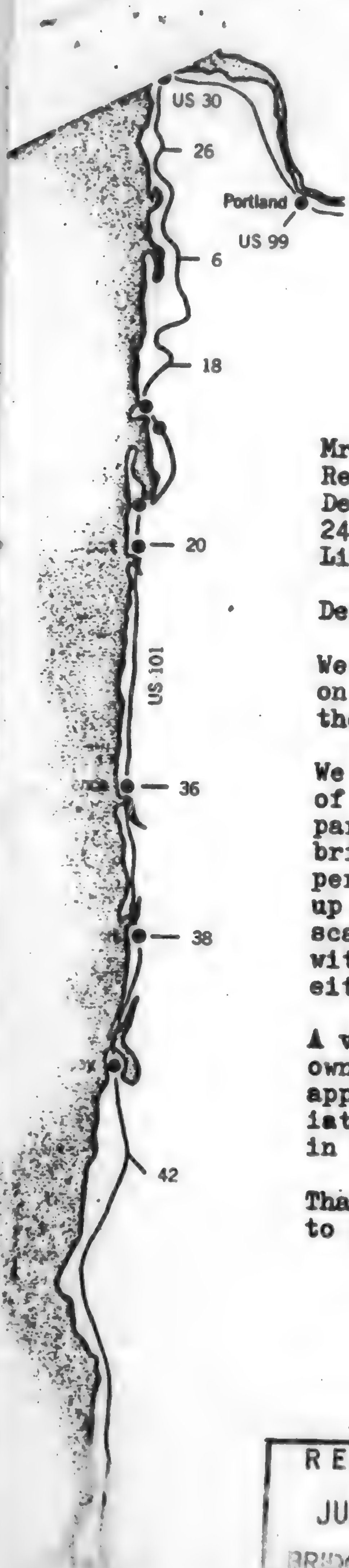
JUN 18 REC'D

NOTED
C. W. ELROY

Siletz Keys, Inc.

Marine Homesites

SILETZ KEYS



17673 S. E. 130th Avenue
Clackamas, Oregon 97015
June 15, 1972

Mr. Charles W. Elroy
Resident Bridge Engineer
Department of Transportation
249½ S. W. Highway 101
Lincoln City, Oregon 97367

Dear Mr. Elroy:

We represent 38 lot owners in the development on the south shore of the Siletz River, west of the new Siletz River Bridge, called Siletz Keys.

We would sincerely appreciate your consideration of a shrub or small tree planting program on the part of the embankment of the approach to the bridge which is immediately adjacent to our properties. We recognize the necessity of a built-up approach for the new bridge, and a well landscaped fill abutment would be much more appealing with neat shrubs or trees; than it would be with either grass or piles of gravel.

A very pleasant upriver view for many of our lot owners has been entirely eliminated by the bridge approach. Your consideration would be most appreciated by all those lot owners planning to build in the area.

Thank you again for your help, and we look forward to a beautifully landscaped fill area.

Very truly yours,

Joan A. Neschke

Joan A. Neschke
Secretary

RECEIVED
JUN 28 1972
BRIDGE DIVISION

RECEIVED
JUN 12 1972

FOR FILING

5

7577

June 9, 1972

Mr. John D. Gray
2100 Milport Road
Portland, OR 97220

Dear John:

The roadbed cut which is being constructed adjacent to Salishan Lodge was designed with the problems of Immonen Road in mind. The cut will be constructed with an adequate shoulder and fallout area, both of which insure excellent sight distance from Immonen Road to the Coast Highway.

If four lanes are required in the future, they can be constructed with minimum additional work at this location.

Thank you for bringing the matter to our attention.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

cc/att. George M. Baldwin
Tom Edwards
A. E. Johnson
C. T. Keasey
W. H. Hart
J. B. Boyd

JBB:jc ms

2191085

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 5, 1972

SUBJECT: Roadbed Cut
Immonen Road
Oregon Coast Highway
Siletz River Bridge Section

To: Tom Edwards
STATE HIGHWAY ENGINEER

I have read the letter by Mr. John D. Gray and the borrow section which we are constructing adjacent to Salishan Lodge is predicated on a four-lane section with an adequate shoulder and adequate fallout area, both of which will insure good sight distance from a stopped vehicle on Immonen Road. The interim condition will be excellent for the traffic from Immonen Road to Highway 1. No changes in the plans due to Mr. John D. Gray's request are recommended as this was taken into the design at the time this roadbed cut was contracted. A rough draft reply to Mr. Gray is attached.

J B Boyd
J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attach.

RECEIVED
JUN 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

SALISHAN LODGE
GLENEDEN BEACH, OREGON 97388 PHONE: (503) 764-2371

2100 Milport Road
Portland 97222

May 25, 1972

REGION 2 ENGINEER
RECEIVED
JUN 1 1972
☑ RE ☑ RCE ☑ RME ☐ RTE ☑ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

Chief Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Dear Sir:

This is in connection with the new bridge over the Siletz River on Highway 101 and the cut which you have under contract on a piece of property which I sold to the State of Oregon and which lies just south of the junction of Immonen Road and Highway 101, - approximately 1/3rd of a mile south of the bridge construction area.

I am hopeful that after that bluff is cut back that the ingress and egress from and to Immonen Road will be made much safer. Because of the rock quarry and the cement mixing activities on up Immonen Road, there are often many slow-moving trucks using the junction at Immonen Road and the Highway. This construction seems to me to be an ideal time to drastically improve the safety factor of that particular extremely hazardous junction.

I hope this has been taken into account in the final design work and if it has not, I would hope it could be effected by perhaps moving the junction 100 feet or so further to the north.

Sincerely,

John D. Gray
John D. Gray, Owner

/L

cc: Alex Murphy
The County Engineer/Newport

RECEIVED
MAY 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

The RESORT ON THE OREGON COAST

RECEIVED
MAY 24 1972

FOR FILING

7577

May 22, 1972

Mr. A. B. Wilkinson
Structures Manager
Willamette-Western Corporation
Foot of North Portsmouth Avenue
Portland, OR 97203

NOTED
A. E. JOHNSON

Dear Sir:

Siletz River (Kernville) Bridge
Oregon Coast Highway
Contract ~~#557~~ 7577
Flood Damage

Your February 22 letter asking reconsideration of your claim for flood damage has been referred to this office.

The matter has been reviewed by our Chief Counsel and it is his opinion that the facts presented, including the Governor's proclamation declaring Lincoln County a disaster area, do not relieve the contractor of the provisions of our Standard Specifications regarding Acts of God.

Your claim for costs incurred relative to loss resulting from flooding must again be denied.

Very truly yours,

George M. Baldwin
Administrator of Highways

By
ORIGINAL SIGNED BY
A.E. JOHNSON ja
A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin (enc.)
Tom Edwards (enc.)
F. B. Klaboe "
L. I. Lindas
C. T. Keasey "
Walter J. Hart
J. B. Boyd
C. W. Elroy
H. H. Patterson

RWE:dh ja

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE May 2, 1972

TO Mr. Leonard I. Lindas
Chief Counsel
BUILDING

FROM R.W. Ellison
R. W. Ellison
Bridge Administration Engineer

SUBJECT Siletz River (Kernville) Bridge
Contract 7577
Flood Damage

Willamette-Western Corp., contractor for the subject project, suffered loss of falsework due to the January, 1972, flooding of the Siletz River. He has previously requested that the State pay for the loss claiming the flood was an act of God which makes the State liable for the loss per our standard specifications (Article 108.086, 101.02 and 107.25). We have disclaimed this by stating the flood was not of sufficient magnitude to be an act of God. Now the contractor cites the Governor's proclamation declaring Lincoln County a disaster area.

Please review the attached and our specs as necessary and give me your opinion as to the State's liability.

RWE:dh

I do not believe a declaration by the Governor declaring Lincoln County a disaster area relieves the Contractor of the provision of our specification respecting "act of God". Lindas

cy Baldwin
Edwards
[illegible]
[illegible] 5-[illegible]-72

NOTED
W. J. HART

RECEIVED
MAY 10 1972
BRIDGE DIVISION

FORM 2-90 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1972

SUBJECT: False Work Claim
Kernville Bridge

To: Walter J. Hart
BRIDGE ENGINEER

A. B. Wilkinson by the attached February 22, 1972 and March 4, 1972 letters and attachment to the latter letter requests we reconsider his January 17, 1972 plea that January 1972 damages were an "Act of God." The earlier claim was denied by A. E. Johnson's February 3, 1972 letter.

The difference between Wilkinson's March 4 data and Jack Martin's January 27 is Wilkinson cites flood records at River Mile 10 whereas Martin's data was at Siletz, River Mile 42.6. I am not aware of the source of Wilkinson's claimed 7-inch rainfall in 24 hours. The 5.03 inches on January 11 Martin noted was recorded at the Cascade Head Weather Station. January 28, 1965 was 7.44 inches.

Wilkinson notes three greater floods in 46 years, all within 5,000 cfs of the 40,700 cfs estimated January 11, January 20 was 39,000 cfs with only 5 exceeding it in 46 years.

An "Intermediate Regional Flood" is expected on an average of once in 100 years. It would peak at approximately 53,000 cfs. "Standard Project Flood" is defined as "the most severe combination of meterological and hydrological conditions considered reasonably characteristic of the area." At 67,000 cfs "it represents the probable upper limit of flooding, although it is possible for even larger floods to occur."

The largest flood of record November 20, 1921 at 54,600 cfs is 34 percent greater than this years. So the above from Wilkinson's own data hardly supports his contention.

He cites Governor Tom McCall's January 17, 1972 "Declaration of State of Disaster in Tillamook, Clatsop and Lincoln Counties" questioning how there can be a disaster without an "Act of God." A copy of the declaration is attached. It very carefully refrains from using reference to the words "Act of God." It notes severe damage, grave economic loss, and disaster. Disaster is defined in Webster's new Collegiate Dictionary as "Sudden and extraordinary misfortune; a calamity." By synonyms disaster can be related to cataclysmic which is used as an adjective in our specification definition of an "Act of God." This appears to mean there can be a disaster without an "Act of God".

RECEIVED
APR 27 1972
BRIDGE DIVISION

Cy - Baldwin
Edwards
Klaboe
Keasey
5-22-72

I don't mean to say the matter was not serious. It was. This, is demonstrated by Charles W. Elroy's April 18, 1972 report estimating damages at $26,443.48; say $26,500. Note particularly the drift showing in the photographs attached to Elroy's report.

The drift likely wouldn't have caused damage except for the falsework and worktrestle. This may become a contention with the upstream right bank neighbor, Vickstrom's Moorage who also sustained damage. My point is we had no say in its design. If we had, provision likely would have been made for drift. This was recognized in the attached June 28, 1971 Coast Guard permit to Willamette Western Corporation which states in part under item 4 "The falsework shall be kept clear of debris at all times so the flow of the river or tidal current can pass unobstructed. Sheer booms may be required during the winter flood season on one or both sides of the falsework to assist passage of drift. While Commander, Thirteenth Coast Guard District, may require these to be installed if found necessary, that order to install does not convey any right relative to use of the property to which the sheer booms might be attached. This is entirely the responsibility of the permit holder." There weren't any sheer booms of consequence.

It is possible ER funds could have been collected for this damage. This has been discussed in a very preliminary way with Federal Highway Administration representatives. Two obstacles would have to be overcome; a belated request and their acceptance of the idea in R. W. Ellison's January 27, 1972 letter that falsework is part of the work for which we are responsible.

Assuming ER funds cannot be obtained, Wilkinson's request should again be denied.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW:rps

cc: C. Elroy

NOTED
W. J. HART

M NOTED
C. W. ELROY

WILLAMETTE-WESTERN CORPORATION
Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503-285-9111 • Cable Address: WILDWEST

February 22, 1972

Answ.
2/23/72

Oregon State Highway Department
249-1/2 S. W. Highway 101
Lincoln City, Oregon

Attention: Mr. C. Elroy

RE: Siletz River (Kernville) Bridge
Contract No. ~~7557~~ 7577
Flood Damage

Gentlemen:

We are in receipt of your letter of February 3, 1972 wherein you deny our request for compensation on damages incurred during the January '72 flooding of the Siletz River.

Your basis of denial is that the January '72 flood does not qualify, under the Standard Specifications, as an Act of God and you state that "Flooding of Oregon Streams during the winter season is to be expected and bridge construction during the flood season requires a certain calculated risk on the part of the contractor."

In order to assess the magnitude of the January '72 floods, we obtained a report, prepared by the Corps of Engineers for the Lincoln County Planning Commission and the Oregon State Water Resources Board. From this report we find that records of river stages and discharges have been maintained by the U.S. Geological Survey from the year 1925 to date.

The report states that between 1925 and 1971, 90 significant floods have occurred.

From the gaging station readings recorded in January '72, only three of these 90 have been of greater magnitude. The three floods referred to happened in 1927, 1931, and 1965.

cy: Baldwin, Edwards, Kahne, Keaney 5-22-72

It should be noted that maximum discharge years as above listed are derived from a location at river mile 10. At the time of the January '72 flood, the lower river area encountered approximately 7" of rain in 24 hours, which represents approximately 10% of the coastal annual rainfall (70" being the annual rainfall along the coast as per the referred report.)

WILLAMETTE TUG & BARGE CO
WILLAMETTE HI-GRADE CONCRETE CO.
WESTERN-PACIFIC DREDGING CORP.
WESTERN-PACIFIC PILEDRIVING CO.

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams • Land and Water Substructures • Intakes and Outfalls • Piledriving • Marine Construction • Land Reclamation • Submarine Pipelines • Readymix Concrete • Sand and Gravel • Crushed Rock • [illegible]

Having reviewed the referenced Corps of Engineers report it is our conclusion that the January 1972 flood qualifies under the terms of the Standard Specifications, Section 101.02, as an Act of God and cannot be considered a flood of normal intensity for the locality in which the work is located.

In the States letter of February 3, 1972 it is claimed that the flood would not allow classification as a cataclysmic phenomenon. It is our contention that the flood, along with other county floods, would have to qualify as such in order for Governor McCall to declare the Lincoln County a State disaster area.

It is our request that the State again review the facts and circumstances and reconsider the acceptance and responsibility of flood damage costs.

We will in the immediate future forward a summary of actual flood damage costs incurred.

Very truly yours,

WILLAMETTE-WESTERN CORPORATION

A. B. Wilkinson
Structures Manager

ABW:cm
cc: Tom Ryan
Jack Stranix

21-1085

RECEIVED
MAY 11 1972
FOR FILING

7577

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1972

SUBJECT: Mrs. Alden Vickstrom Complaint
Kernville Bridge
Oregon Coast Highway

To: Memo to the Files

The complaint of Mrs. Alden Vickstrom to the Ombudsman was investigated by myself and Mr. Chuck Elroy on May 4. We discussed the problem first with Willamette-Western employees Mr. Tony Wilkerson and Mr. Tom Ryan and then with Mrs. Vickstrom.

The storm of January 11 brought considerable debris down the Siletz River to the falsework of the Kernville Bridge construction. The press of this debris and the log jam forced into the Vickstrom's landing known as Siletz Landing and also upstream at the Chinook Landing. I see very little doubt that this occurrence caused the damage. The amount of damage is in question. Apparently the Vickstroms are asking approximately $30,000 in real and other damages. Willamette-Western has referred the claim to their insurance company and apparently the insurance company has denied the claim. Mrs. Vickstrom has an attorney by the name of Mr. Dan Poling in Lincoln City, and in talking to Mrs. Vickstrom, apparently he has not begun suit or established a claim against Willamette-Western.

The problem is the replacement of the Vickstrom's dock, etc. so they can do business this Spring fishing season. It does not appear that the insurance company is going to accept responsibility in order to provide for this repair. Willamette-Western feels that a favorable determination of the "Act of God" claim against the State Highway Division will be forthcoming, and if this is settled against the contractor as I believe it must be then action on the part of the insurance company will be the critical item. No further action was contemplated by me as I reported this to Mr. Walt Hart by telephone on the afternoon of May 4 for his report to the Ombudsman.

ORIGINAL SIGNED BY J. B. BOYD

J. B. Boyd
REGIONAL ENGINEER

NOTED
TOM EDWARDS

RECEIVED
MAY 8 1972
BRIDGE DIVISION

RECEIVED
MAY 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

cy Al Johnson
[illegible]
5-11-72

Copy
[illegible]

JBB:rps

cc: ✓Walt Hart
Chuck Elroy

RECEIVED
MAY 8 - 1972
FOR FILING
7577

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE May 4, 1972

TO Mr. Tom Edwards
State Highway Engineer

BUILDING

FROM Walter J. Hart
Walter J. Hart
Bridge Engineer

SUBJECT Inquiry from Mrs. Alden Vickstrom
Siletz River (Kernville) Bridge
Contract 7577

Today Regional Engineer Boyd contacted Mrs. Alden Vickstrom to discuss the problem of damages to her property caused by the contractor's operations on the Siletz River Bridge.

Mr. Boyd reported that Mrs. Vickstrom has had discussions with Willamette-Western on this subject and that Willamette-Western has referred her to their insurance company. The insurance company has denied all liability. Mrs. Vickstrom indicated that she has hired an attorney to pursue the matter. The sum of $35,000 was mentioned as possible damages.

We have a claim from Willamette-Western relating to the January flood damage to Willamette-Western's work trestle. This claim has been referred to Mr. Lindas for an opinion. It would appear that the Vickstrom claim and the Willamette-Western claim against the Division are inter-related and that an answer must be forthcoming from Mr. Lindas before we could make any comments on Mrs. Vickstrom's problem.

5-5-72
cy to Si Ford
A. E. Johnson
F. B. Keebel

WJH:dh

cc L. I. Lindas
J. B. Boyd

Copy To Si Ford

Probably this will be a matter between the contractor, his insurance agent and Mrs. Vickstrom.

E

STATE COPY

RECEIVED
MAY 2 1972
FOR FILING

7577

3-24-72

cc: OSHD

CONSTRUCTION INSPECTION REPORT
(PPM 20-5.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS ch

(Check appropriate box) ☒ CONTACT ☐ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 7	COUNTY Lincoln	DIVISION Oregon
DATE OF INSPECTION 3-24-72	INSPECTION MADE BY J. R. Schultz, Area Engineer		PROJECT NO. F-RF 110(9)

IN COMPANY WITH
C. Elroy, Res Br Engr; H. Patterson, Res Const Engr; J. Martin, Asst Res Engr.OSHD

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 26 %	WORK COMPLETED 39 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

SILETZ RIVER (KERNVILLE) BRIDGE SECTION
OREGON COAST HIGHWAY
Grading, Paving, Structure and Signing

al

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

To Const. Bridge
cy (rec action) 5-2-72

1. WORK COMPLETED

Clearing and grubbing	72% complete
Rock embankment	99%
Piers #1, 2 and 3	100%

2. WORK IN PROGRESS

The contractor was construcing a coffer dam for Pier #4. The subcontractor was crushing and stockpiling 2"- crushed aggregate base.

NOTED
A. E. JOHNSON

3. EEO

The project EEO file was reviewed and it was found that all active contractors on this project are up to date on monthly staffing reports.

4. MATERIALS TESTED

Test reports indicate that all the concrete placed to date meets design strength requirements with the execption of one batch which was placed in the third lift of Pier #3. The only explanation for the low cylinder strength from this batch is that the cylinders were mishandled in some way.

The Straight line charts for 2"- aggregate base indicate that 533 tons has failed to meet gradation tolerance out of a total of approximately 47,000 tons produced to date.

It was found that there is a lack of explicit documentation covering the quality of material used as rock embankment material. Specifications for this material are covered in subsection 203.12(c) of the Standard Specifications. This specification indicates that the acceptability of the material shall be determined by visual inspection. In briefly reviewing the field inspector's daily reports no comments could be found regarding the quality of the material being placed. The resident engineer was advised that when construction

(more)

FORM PR-33D
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

involves items such as rock embankment or riparp which calls for acceptance based on a visual inspection reports should be prepared on a routine basis much the same as items which are physcially tested such as crushed aggregate base. Further comments are offered below.

5. PRICE AGREEMENTES AND EXTRA WORK ORDERS

Price Agreement #7 is issued to provide for nuclear density testing of asphalt concrete at no change in cost. Approval is recommended.

Price Agreement #6 provides for furnishing and driving two 45' wood piles which are to be used as a base for setttlement monitoring equipment. The cost of this work is estimated at $414. Approval is recommended on a participating basis.

Extra Work Order #5 provides for installation of the 84" culvert pipe in the Siletz inlet which was discussed in report #4. Estimated cost of this work is $23,400. Approval is recommended on a participating basis.

6. COMMENTS

Subsequent to this inspection the deficiency in documentation for rock embankment material was discussed with the Regional constructional engineer. He has instructed the resident engineer to review his files and assemble all information on file which would document the quality of the matertial placed; also to prepare a photographic and narrative inspection record of all of the in-place material exposed now or in the future to visual inspection. He has also sent out an instructional memorandum to all resident engineers instructing them on documentation of visual inspections covering such items as riprap and rock embankment. A copy of this memo is attached to this report.

RECEIVED
MAR 27 1972
FOR FILING
FORM E-30 (REV. 10-69)

7577

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20, 1972

NOTED
A. E. JOHNSON

SUBJECT: Haul Road
Kernville Bridge Section
Oregon Coast Highway

To: Chuck Elroy
RESIDENT ENGINEER

Please inform the contractor the minimum requirement in order to consider the Haul Road proposal as follows:

1. If dirt fill-must be removed.
2. If rock fill-no pay.
3. If built-protect structure by either pile trestle or detour.
4. Proper permits.

ORIGINAL SIGNED BY J. B. BOYD

J. B. Boyd
REGIONAL ENGINEER

JBB/rps

cc: ✓A. E. Johnson - Sent 3/20/72 ✓ rps
Walt Hart
Carroll Keasey
Pat Patterson

RECEIVED
MAR 21 1972

RECEIVED
MAR 1[illegible] 1972

FOR FILING

7577

March 10, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Federal-aid Project No. F-WF-110(9)

Herewith for your consideration and approval are copies of Extra Work Order No. 5, Contract No. 7577, covering furnishing and installing an 84-inch asbestos-protected culvert on the Siletz River (Kernville) Bridge Section of the Oregon Coast Highway in Lincoln County.

The Location Section has recommended that a culvert be installed at Station 153+75 to permit free-surface flow from the boat basin area. This will produce a flushing action which will alleviate the situation whereby the basin has become a "dead water" area.

All work performed under this change order will be paid for on basis of actual costs for labor, equipment and materials used.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on November 17, 1971.

Your approval as of November 17, 1971 is requested.

JK:bb

7577

Form E-306 (Rev.)—5M—4-58

STATE COPY G I P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 11-17-71
Contingent upon modification of agreement if additional funds are required.
G. K. Hossner
Engineer
FEDERAL HIGHWAY ADMINISTRATION

Project Name: Siletz River (Kernville) Bridge
Highway: Oregon Coast
County: Lincoln
Contractor: Willamette Western
Address: Foot of N. Portsmouth Ave., Portland, Ore.

Date: March 3 3-16-72 1972
Contract No.: 7577
Prefix: 21-1085
F. A. Project No.: F-RF-110 (9)
Order No.: 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install 84-inch asbestos protected culvert

to Const. 3-20-72

RECEIVED
MAR 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

NOTED
A. E. JOHNSON

Station 153+75

Estimate of quantities and cost:

Material (230 Ln Ft 84-inch asbestos protected CMP)	10,000
Installation Labor	4,250
Installation Equipment	2,250
Bedding (300 cu yd @ $8.00/cu yd)	2,400
Trench Excavation (540 cu yd @ $4.00/cu yd)	2,200
Hand-placed rip rap (115 cu yd @ $20.00/cu yd)	2,300
Total	$23,400

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") recommended this
Hydraulics Engineer Richard Lenz, November 2, 1971, could
additional culvert. The contractor's quoted price of $30,306
not be justified; hence the reason for doing the work on EWO.

NOTED
TOM EDW

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 4,999,697	06
Present estimate of project cost, including $ 23400.00 for work under this order	$ same	
Expected under-run / over-run amount	$ none	
Expected under-run / over-run per cent	0.0	

Space to right of this line is for use of Salem Office.

Sumbitted by: Chuck Elroy, Resident Engineer

Approval Recommended: Division Engineer
Reg. Const.

Approval Recommended: R. W. Ellison, Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer or Assistant State Highway Engineer
admin

RECEIVED
[illegible]

FOR FILING

E-RF-110 (9)
7577

February 3, 1972

Mr. A. B. Wilkinson
Structures Manager
Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, OR 97203

Dear Mr. Wilkinson:

Re: Siletz River (Kernville) Bridge
Oregon Coast Highway
Contract No. 7557 7577
Flood Damage

Your letter of January 17 to Mr. Charles Elroy regarding the claim for flood damage to falsework on the subject project has been referred to this office.

The loss of falsework and the removal of debris to prevent damage to falsework due to flooding conditions is not new to bridge construction projects. Flooding of Oregon streams during the winter season is to be expected and bridge construction during the flood season requires a certain calculated risk on the part of the contractor.

Section 101.02 of the Standard Specifications, to which you refer, indicates an "Act of God" is an occurrence of cataclysmic intensity. The flooding to which you refer was not of the violent catastrophic magnitude which would allow classification as a cataclysmic phenomenon.

Your claim for costs incurred relative to loss resulting from the subject flooding must be denied.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
L. I. Lindas
F. D. Morgan (enc.)
W. J. Hart
J. B. Boyd "
C. Elroy
H. H. Patterson

RWE:ag   ja

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 27, 1972
Salem, Oregon

SUBJECT:
Siletz River (Kernville) Br.
Oregon Coast Hwy.
Contract ~~7557~~ 7577
Flood Damage

To:
Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Attached is a rough draft answer to the contractor's claim for costs incurred due to flooding on the subject project.

This answer is in line with the contractor's thinking that if the flood were of cataclysmic magnitude and thus classified as an "Act Of God", the State would be liable for loss of falsework. Although it appears that the Standard Specifications do have this meaning, I question that this is the intent of the specifications.

Article 107.25, Contractor's Responsibility For Work, states in part "The contractor shall - - - make good all losses - - - except loss, injury, or damage to the work due to Acts Of God - - -".

Article 101.02, Definitions, defines work as " - - - furnishing all labor, materials, equipment and other incidentals necessary or convenient to the successful completion of the project - - -". Since falsework is necessary or convenient to the successful completion of the project, it appears to be part of the "work".

Article 101.02 also defines "Acts Of God" as being " . . . earthquake, flood, cloud burst, cyclone, tornado, hurricane or other cataclysmic phenomenon of nature.

It appears that the specifications can be read to mean that if a flood is of cataclysmic magnitude, the contractor is not liable for loss of falsework. Perhaps a legal interpretation of the specifications should be obtained. If this is not the intent of the specifications, a revision may be in order.

R. W. Ellison
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attach.

cc: W. J. Hart

RECEIVED
JAN 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

cy Morgan
Boyd
2-3-72

Salem, Oregon
January 17, 1972

False Work Claim
Kernville Bridge Sec

Walt Hart
BRIDGE ENGINEER

Attached is a January 13, 1972 letter from A. B. Wilkinson, STRUCTURES MANAGER for Willamette-Western Corporation, claiming reimbursement under Specification #107.25 for the damages they sustained to their false work during the recent high water.

They base this contingent on the statement in that Specification that they shall not be responsible for "damage to the work due to the acts of God, as defined in Subsection 101.02,".

It is our contingent that the work being described is that portion included in the completed facility and not temporary facilities, such as false work. This is not completely borne out in the definition "work" in section 101.02. Therefore, it is respectfully requested you have the matter reviewed atdhigher level.

By a copy of this letter, Resident Engineer Chuck Elroy is instructed to acknowledge receipt of Wilkinson's letter. He is also instructed to accummulate what information he can concerning the particular storm and high water in question comparing it to other storm activity in the area.

[illegible] 2-3-72

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

CC Chuck Elroy
H. H. Patterson

Question: Does taking part in the risk elevate the benefit from his profits, in other words, should this go to Extra work. 1-20-72

RECEIVED
JAN 24 1972
BRIDGE DIVISION

REGION 2 ENGINEER
RECEIVED
JAN 17 1972
RE RME RTE RDE
ULE GEO TA FILE

cc. Walt Hart.

C. W. ELROY
JAN 1 3 REC'D

WILLAMETTE-WESTERN CORPORATION

Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503-285-9111 • Cable Address: WILDWEST

January 13, 1972

Oregon State Highway Department
249½ S. W. Highway 101
Lincoln City, Oregon

RE: Siletz River (Kernville) Bridge
OSHD Contract #7577

Attention: Mr. Charles Elroy

Dear Sir:

In confirmation of our conversation of the 12th instant, we wish to advise that in accordance with Section 107.25 of the Standard Specifications we, the contractor, disclaim responsibility for expense incurred in connection with losses and damages occasioned by the recent Siletz River Flood.

The flood conditions, which occurred on the 11th and 12th of January 1972, we maintain can not be considered of normal intensity for the locality and is therefore considered, in accordance with Section 101.02 of the Standard Specifications, an "Act of God".

To date our costs incurred by the flood have been exclusively on removal of debris from the structure falsework system. A section of the falsework has been washed out and the balance has suffered considerable damage. At this time it is impossible to assess a dollar value of the overal cost of damage and repair work.

In our recent refered to conversation you suggested that when the State relieved the contractor of "Contractors Responsibility for Work" that this would apply only to the permanent structure or parts thereof. It is our contention that the definition of "Work", as defined by section 101.02 of the Standard Specifications, is not limited to the permanent parts of the structure and does infact include, as stated, "the furnishing of all labor, materials, equipment, and other incedentals necessary or convenient to the successful completion of the project."

[illegible] 2-3-73

RECEIVED
JAN 24 1972
BRIDGE DIVISION

WILLAMETTE TUG & BARGE CO.
WILLAMETTE HI-GRADE CONCRETE CO.
WESTERN-PACIFIC DREDGING CORP.
WESTERN-PACIFIC PILEDRIVING CO

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams
Submarine Pipelines • Land Reclamation • Marine Construction • Piledriving • Intakes and Outfalls • Land and Water Substructures
Readymix Concrete • Sand and Gravel • Crushed Rock • Fill Material • Truck-Rail-Barge Delivery

The design and drawings of our intended falsework system were submitted to the State for approval (in accordance with Section 105.02 of the Standard Specifications) by letter of transmittal dated August 9, 1971. The falsework completed prior to the flood damage was built and erected in accordance with the submitted drawings.

We would wish to point out at this time that the flood damage has and will cause a delay to the project. We do therefore wish to reserve the right to make claim for an "extension of time" as and when we are in a position to ascertain the overal project effect. We will however extend every possible effort to minimize the duration of this and any other delays that we may encounter.

Yours very truly,

WILLAMETTE-WESTERN CORPORATION

A B Wilkinson

A. B. Wilkinson
Structures Manager

ABW:sh
cc: T. Ryan
file
N. Kobin

RECEIVED
JAN 24 1972
BRIDGE DIVISION

RECEIVED
JAN 18 1972
FOR FILING

1859

E-RF-110 (9)

7577

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 13, 1972

Coral Corporation
P O Box 258
Gladstone, Oregon 97027

Attention: Mr. Douglas Daniels
Chief Engineer

NOTED
A. E. JOHNSON

Dear Mr. Daniels:

Siletz River Bridge
Contract 7577
Handrail Sleeve Tubing Substitution

Your letter of December 29, 1971, requests substitution of ASTM A519, Grade 1015, for the ASTM A53B sleeve tubing specified on the subject project.

We do not find A519, Grade 1015, in the ASTM specifications. It appears that Grade 1020 is the lowest listed. We will accept ASTM A519, Grade 1020, as a substitution for the ASTM A53B specified for sleeve tubing in the pedestrian handrail on this project.

It is understood this substitution will be made at no expense to the State.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag
cc: A. E. Johnson
J. B. Boyd
C. W. Elroy
L. L. Wallace
J. H. Wood
E. Rief

RECEIVED
JAN 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 18 1972
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1859

E-RF-110(9)

7577

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 13, 1972

Coral Corporation
P O Box 258
Gladstone, Oregon 97027

**NOTED
A. E. JOHNSON**

Attention: Mr. Douglas Daniels
Chief Engineer

Dear Mr. Daniels:

Siletz River Bridge
Contract 7577
Pipe For Pedestrian Handrail

Your letter of December 22, 1971, requests substitution of A53 Type F for 1 1/2" pipe and A53 CW for 3/4" pipe in lieu of the ASTM A53B pipe specified.

We do not find A53CW listed as an ASTM specification. We will accept ASTM A53 Type F as a substitute for the ASTM A53B specified for the 1 1/2" and 3/4" pipe in the pedestrian handrail for this project.

It is understood this substitution will be made at no expense to the State.

Very truly yours,

George M. Baldwin
Administrator of Highways
By
ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag
cc: A. E. Johnson
L. L. Wallace
J. B. Boyd
C. W. Elroy
J. H. Wood

RECEIVED
JAN 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 1[illegible] 1972

FOR FILING

E-RF-110 (7)

7577

January 10, 1972

Commander (oan)
Thirteenth Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Attention Captain F. A. Goettel
Chief, Operations Division

Dear Sir:

We have reviewed the comments in your December 23, 1971 letter on the observations by your personnel on a recent inspection trip to several of our construction sites. As a result of these observations and discussion with your staff, it is agreed that the Oregon State Highway Division will report to you on job progress.

As suggested in the third paragraph of page 2 of your letter, we will indicate the status of work in red on a copy of the appropriate permit drawings. To assist you in your Notice to Mariners, we will attempt to forecast changes in construction and indicate them in blue on the same copy of the permit drawings. This information will be forwarded to you on or about the tenth of each month unless a different date would be more suitable for your purpose.

We are enclosing copies of the drawings for the falsework at the Siletz River Bridge and Chetco River Bridge. These prints are appropriately marked to show the status of construction as it affects navigation.

There were two items on the Chetco River Bridge that require comment. The contractor was advised in September of 1971 of the necessity to obtain a permit covering his construction operations such as falsework, cofferdams, et cetera. The information for the permit for these features was submitted to your office by the contractor with the request that a permit be issued covering this aspect of the work. To date no permit has been issued.

The large mounds of heavy rock around the bridge piers are riprap which will be placed at or below the preconstruction streambed profile as replacement material which was excavated during construction of the piers. The extent of this riprap is as shown on the contract plans. Every precaution will be taken during the placing of the riprap to ensure that water quality standards are maintained.

On the Siletz River Bridge at Kernville, some confusion seems to have existed over the matter of removal and replacement of the poor subsurface material on the approaches to the bridge. Under the terms of this contract, the contractor was responsible for obtaining all permits for work of this nature. Apparently due to a breakdown in communications, the proper agencies were not contacted on the matter of this permit. In the future, this Division will cover items of this nature in the same permit which covers the bridge construction proper.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

Enc.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
W. J. Hart
J. B. Boyd
J. H. Versteeg
W. E. Ikola
C. W. Elroy

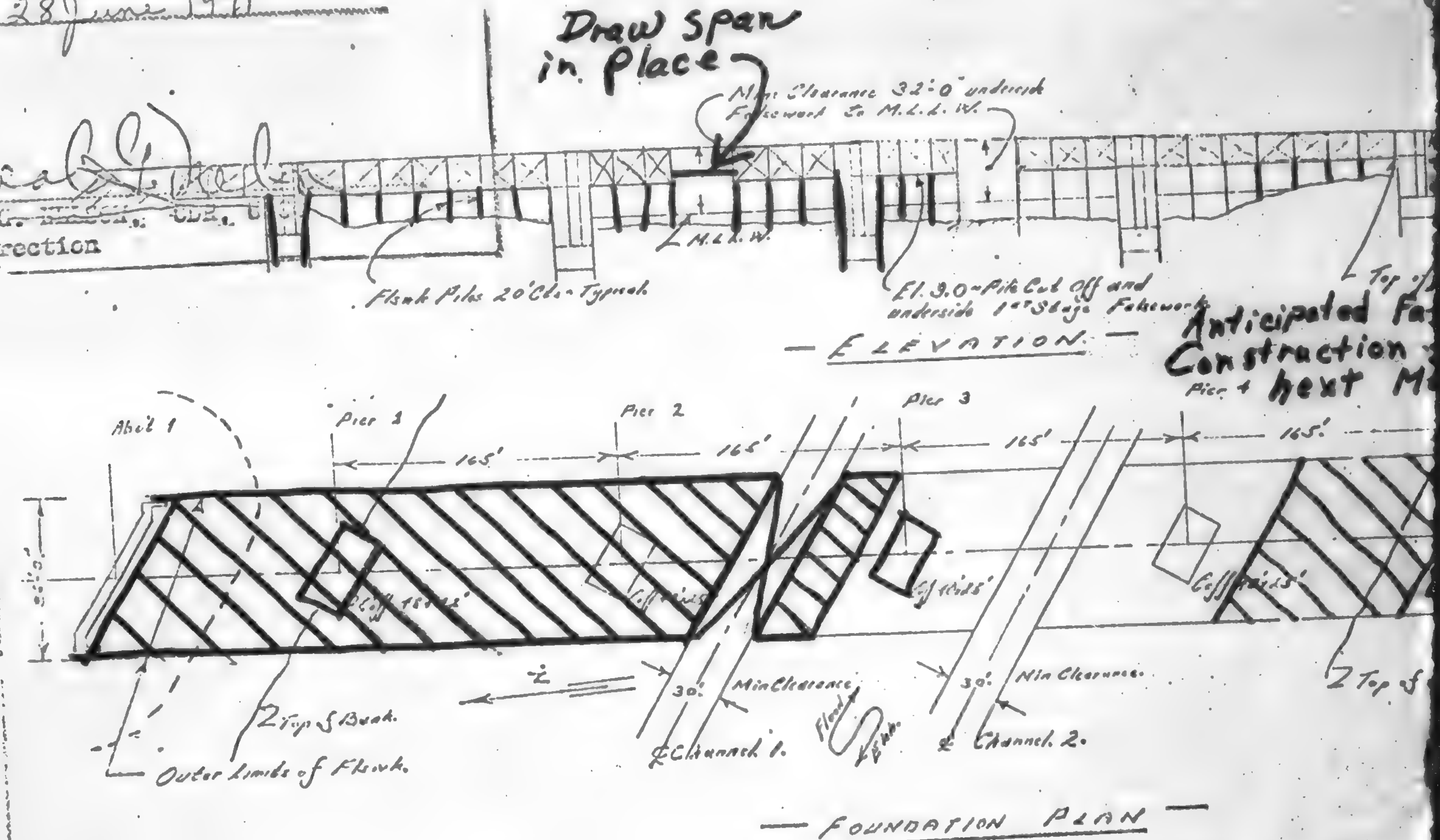
WJH:dh/AEJ:ja

approved as shown

28 June 1971

G. [illegible], CDR, U

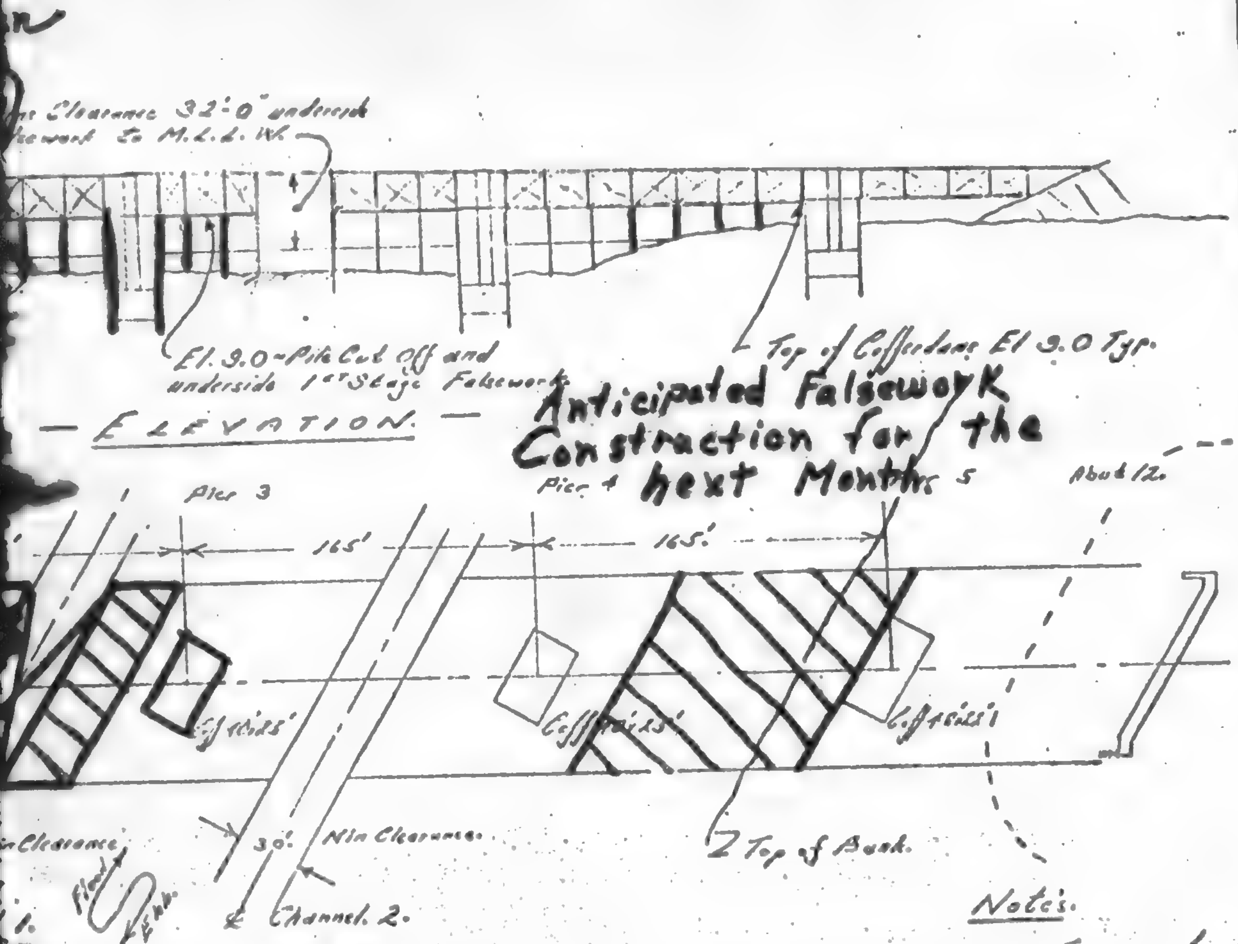
rection

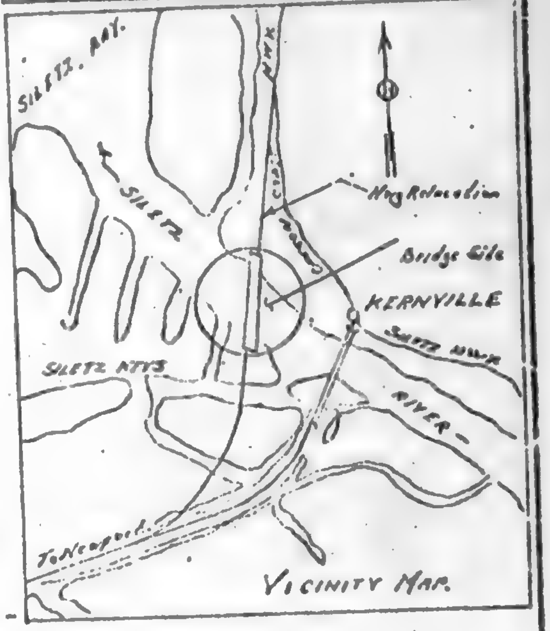

Draw Span in Place
Min. Clearance 32'-0" underside Falsework to M.L.L.W.
M.L.L.W.
Flank Piles 20' Ctrs - Typical
El. 9.0 - Pile Cut Off and underside 1st Stage Falsework
Top of
Anticipated Fa
Construction
next M
ELEVATION
Abut 1
Pier 1
Pier 2
Pier 3
Pier 4
165'
165'
165'
165'
Coffdams
Cofferdams
30°
Min Clearance
30°
Min Clearance
℄ Channel 1.
℄ Channel 2.
Flood
Ebb
℄ Top of Bank.
℄ Top of
Outer Limits of Flank.
FOUNDATION PLAN

Sequence of Operations.	Est. Start	Est. Finish
1. Working North & South install all first stage falsework to Elev. 9.0	July 1971.	Oct 1971.
2. Simultaneously with operation 1. install cofferdams 2, 3 & 4	Aug 1971.	Dec 1971.
3. Install Second stage falsework - El. 9.0 to underside of deck	Nov 1971.	March 1972.
4. Simultaneously with operation 3 install cofferdams 1 & 5.	Nov 1971.	March 1972.
5. Remove All Falsework.	Sept 1972.	Feb 1973.

1-4-72

DATE	SYM	REVISION RECORD	DR.	CK


...n Clearance 32'-0" underside
...lsework to M.L.L.W.
El. 9.0 – Pile Cut Off and underside 1st Stage Falsework
Top of Cofferdams El 9.0 Typ.
— ELEVATION —
Anticipated Falsework Construction for the next Months
Pier 3
Pier 4
5
165'
165'
Abut 12.
Cofferdams'
Cofferdams'
Cofferdams'
...n Clearance
30'
Min Clearance
Channel 2.
Top of Bank
Flood


Siletz Bay
Siletz
Hwy 101
Hwy Relocation
Bridge Site
KERNVILLE
Siletz Hwy
River
Siletz Flts
To Newport

VICINITY MAP

— FOUNDATION PLAN —

Notes.

To permit access to Pier 3 removable bridge sections will be utilised to span the 2 channels at elev 9.0. These sections will be in position only during normal working hours and will be raised to facilitate river traffic.

	Est: Start	Est Finish
—	July 1971.	Oct 1971.
3 & 4 —	Aug 1971.	Dec 1971.
/ deck —	Nov 1971.	March 1972.
/ & 5. —	Nov 1971.	March 1972.
— —	Sept 1972.	Feb 1973.

TOLERANCES (EXCEPT AS NOTED)	WILLAMETTE WESTERN CORPORATION		
DECIMAL ±		SCALE 1" 80 ft.	DRAWN BY APPROVED BY
FRACTIONAL ±	TITLE SILETZ RIVER (KERNVILLE) BRIDGE. PROPOSED FALSEWORK LAYOUT.		
ANGULAR ±	DATE 24 June 1971	DRAWING NUMBER 71-8773-301.	

RECEIVED
FOR FIL
F-RF-110(1)
7517

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (oan)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

3271
Serial 1026
23 Dec 1971

Oregon State Highway Division
Attn: Mr. Ivan D. Merchant,
Bridge Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

During the past week several bridge construction sites in the State of Oregon were visited by Coast Guard personnel to insure compliance with the terms of current permits. The following conditions were noted:

1. Chetco River Bridge at Brookings, Oregon

#7510

a. Construction of falsework has been accomplished without a permit being issued. Special Condition No. 2 of the bridge permits requires prior approval of falsework, pilings, or other obstructions. Our letter of 24 July 1970 requested progress reports. We have received only your letter of 30 March 1971 stating construction had started.

b. It was noted on 14 December 1971 that there were large mounds of heavy rock around the bridge piers, extending well above river level even with the river in flood stage. That condition is a deviation of your permit.

2. Siletz River Bridge at Kernville, Oregon

#7517

a. The permit for the bridge was approved by the Commandant on 19 March 1971, and forwarded to you by letter dated 26 March 1971. The forwarding letter requested progress reports be submitted. Only your report dated 24 August 1971 that construction had started on 12 July has been received.

b. A falsework permit was issued to Willamette-Western Corporation on 28 June 1971, with copy to you. Paragraph 1 of the conditions of this permit specified, "This permit does not grant approval of any dredging or excavation other than within the confines of the several cofferdams." Notwithstanding, a very large "channel" was dredged on both south shore and north shore, removing soft material. No cofferdams were in evidence around these areas. This must have been with the knowledge of the Oregon State Highway Division as their current drawings call for its removal. A copy of the falsework permit is enclosed for your convenience.

RECEIVED
DEC 28 1971
BRIDGE DIVISION

23 December 1971

Subject: Compliance with terms of permits - bridges

c. The drawings submitted by your office and incorporated in the bridge approval of location and plans did not indicate the above-described north and south shore excavations. As a consequence, none of the reviewing agencies had opportunity for comment on this aspect of the work.

3. Willamette River Bridge at Albany, Oregon

A new highway bridge has recently been completed at Albany, Oregon. Permit was issued on 31 October 1969. A falsework permit was issued to your contractor, Willamette-Western Corporation on 21 May 1970. Required progress reports have not been received although the bridge is now open to traffic and no construction equipment is at the site. #7346

The above three bridge construction projects currently under construction are cited to illustrate the insufficiency of information between the work site and this office. In the future it is our intention that all falsework will be the responsibility of the bridge owner, and that periodic progress reports will be furnished, *i.e.*, probably every month. It will also become the responsibility of the bridge owner to assure that all conditions of the falsework permit and bridge permit are adhered to, including any conditions imposed by the U. S. Department of Interior.

It is requested that a progress report be submitted for each of the above bridges. The detail should be sufficient to show all obstructions in the water, position of in-place cofferdams, extent of falsework, and bridge and approach work. A red pencil marking on falsework drawing, circling in-place work, should be adequate.

The Local Notice to Mariners is the instrument used by the Coast Guard to inform the mariner of work in navigable waters of the United States. It is through progress reports submitted during construction that the necessary information can be obtained for inclusion in Notice to Mariners, and other uses. Further, other agencies are continually inquiring about the status of construction. Your cooperation in furnishing information on these three bridges will be appreciated.

Sincerely,

F A Goettel

F. A. GOETTEL
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Enc. (1) as noted above

RECEIVED
DEC 28 1971
BRIDGE DIVISION

(oan)

3271
Serial 516
28 June 1971

Mr. A. B. Wilkinson
Structures Manager
Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

Dear Mr. Wilkinson:

Your application for falsework permit for the new Oregon State Highway bridge over the Siletz River at Kernville, Oregon, is approved subject to the following conditions:

1. This permit does not grant approval of any dredging or excavation other than within the confines of the several cofferdams.

2. This permit does not authorize any disposal of any material in the Siletz River.

3. At least one of the indicated navigation openings shall be available for use at all times. The temporary truss may be placed across the second opening, provided personnel are continuously in attendance to remove it on the approach of a boat which cannot pass under the truss.

4. The falsework shall be kept clear of debris at all times so the flow of the river or tidal current can pass unobstructed. Sheer booms may be required during the winter flood season on one or both sides of the falsework to assist passage of drift. While Commander, Thirteenth Coast Guard District, may require these to be installed if found necessary, that order to install does not convey any right relative to use of the property to which the sheer booms might be attached. This is entirely the responsibility of the permit holder.

5. There shall be no diagnonal or horizontal bracing attached to the falsework lower than the line of Mean Higher High Water.

6. At the completion of work, all steel piles, whether cofferdam sheet steel pile or steel bearing piles shall be pulled. All wodd piles shall either be pulled or broken off at least one foot below the natural bed of the river.

7. At completion of the work, a certified statement shall be furnished stating the method of removal of wood piles and attesting that all were removed as specified; and further, that no obstructions remain on the bottom as a result of the contractor's work.

RECEIVED
DEC 28 1971
BRIDGE DIVISION

28 June 1971

Subj: Siletz River bridge at Kernville, Oregon

8. It is fully understood this permit covers only installation of falsework and cofferdams. The permit holder is responsible for all other Federal, State and local laws and regulations administered by other agencies.

9. Both the upstream and downstream side of the falsework shall be marked for navigation with a red light approximately every 50 feet. There shall be a red light - one of the above - at each side (edge) of the navigation opening, and there also shall be a green light approximately 6 feet above the red at these points to distinguish the navigation opening. Thus the mariner will see a series of red lights, two of which will have green lights above, to indicate the navigation opening. All floating equipment moored at the work site shall have a fixed red light on each corner during darkness. All lights shall be of sufficient brightness to be visible at 2000 yards against the background lights for at least 90% of the nights. They shall be in operation during all twilight and dark hours. While the work is progressing outward from each shore, there shall be red lights on the outer edge of the work every night, regardless of the distance to the next light.

10. You are requested to notify this office at the time of start of work and at 3 months' intervals until complete, showing the extent of construction. The requirement is for the purpose of providing necessary notice to mariners. The report may be made by submitting a copy of your drawing 71-8773-303, using red pencil to circle the extent of work. Detailed reports are not expected.

Should you have any questions, please feel free to contact Mr. Shields of this office at any time - Area Code 206, MAin 4-2902, Extension 246.

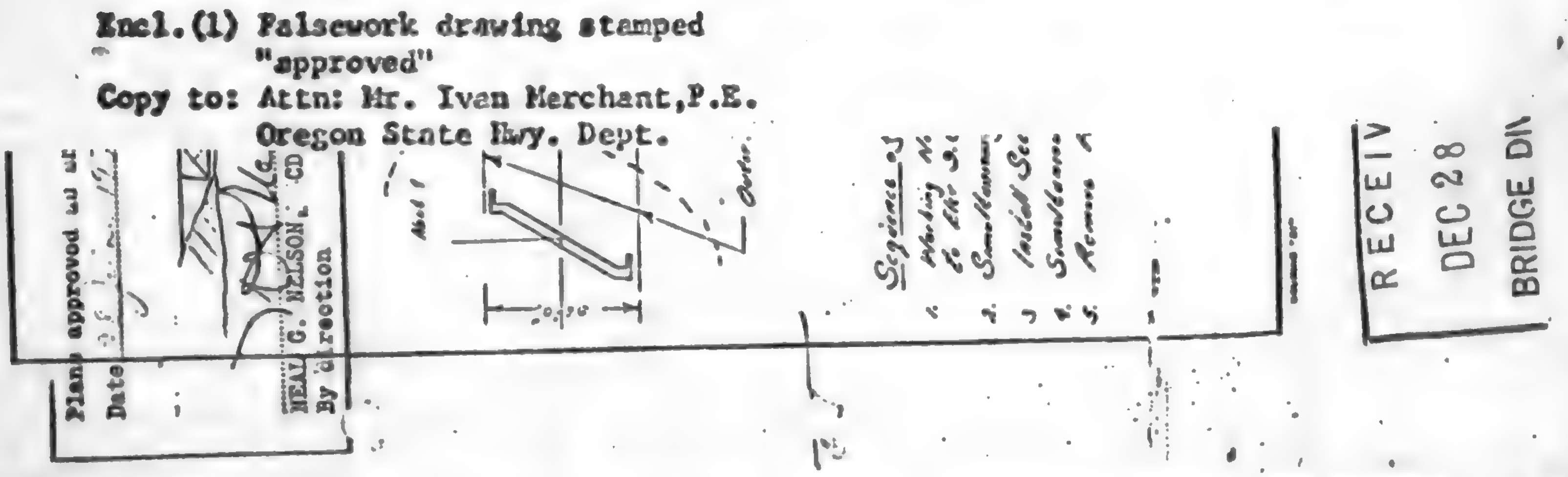
Sincerely,

SIGNED

F. A. GOETTEL
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

RECEIVED
DEC 28 1971
BRIDGE DIVISION

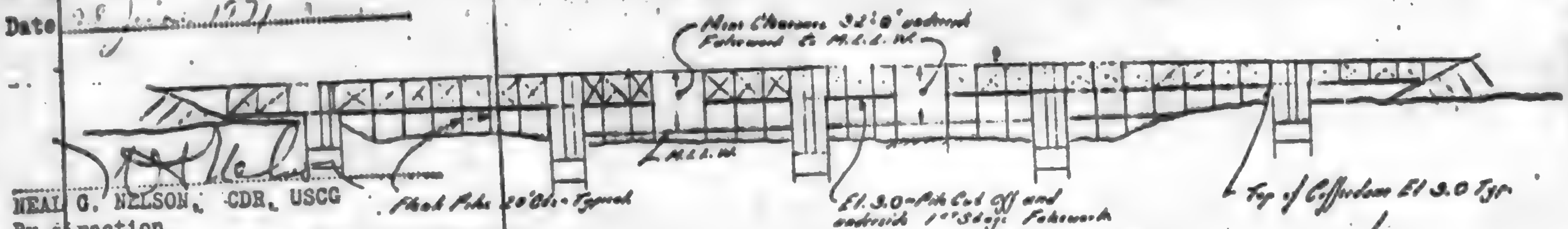
Encl.(1) Falsework drawing stamped "approved"
Copy to: Attn: Mr. Ivan Merchant, P.E.
Oregon State Hwy. Dept.



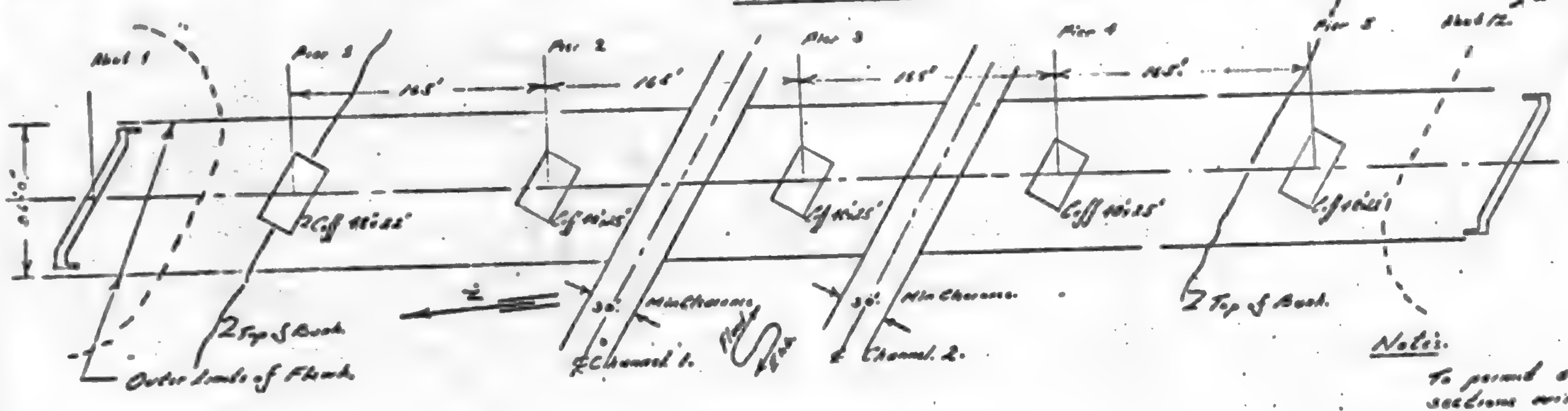
Plans approved as shown.

Date 28 [illegible] 1971

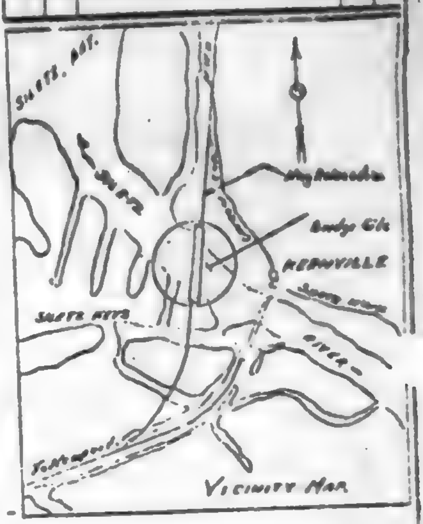
NEAL G. NELSON, CDR, USCG
By direction


Min Clearance 32'0" underside Falsework to M.L.L.W.
M.L.L.W.
Flat Piles 20'Ctrs Typical
El 3.0 – Pile Cut Off and underside 1st Stage Falsework
Top of Cofferdam El 3.0 Typ.

— ELEVATION —


Abut 1
Pier 1
Pier 2
Pier 3
Pier 4
Pier 5
Abut 12
165'
165'
165'
165'
40'0"
Coff 16x22'
Coff 16x22'
Coff 16x22'
Coff 16x22'
Coff 16x22'
℄ Top of Bank
℄ Top of Bank
Outer Limits of Flank
N
30' Min Clearance
30' Min Clearance
℄ Channel 1.
℄ Channel 2.

— FOUNDATION PLAN —


Siletz Bay
Siletz River
Hwy 101
Bridge Site
KERNVILLE
RIVER
Vicinity Map.

Notes.

To permit access to Pier 3 removable bridge sections will be utilized to span the 2 channels at elev 3.0. These sections will be in position only during normal working hours and will be raised to facilitate river traffic.

Sequence of Operations.

		Est. Start	Est Finish
1.	Working North to South install all first stage falsework to elev 3.0 — — — — — — —	July 1971.	Oct 1971.
	— — — install cofferdams 2, 3 & 4 — —	Aug 1971.	Dec 1971.
2.	Simultaneously with operation 1. install cofferdams 2, 3 & 4.		
3	Install Second stage falsework – El 3.0 to underside of deck — —	Nov 1971.	March 1972.
4.	Simultaneously with operation 3 install cofferdams 1 & 5. — — —	Nov 1971.	March 1972.
5.	Remove All False work. — — — — — — — — —	Sept 1972.	Feb 1973.

TOLERANCES (EXCEPT AS NOTED)	WILLAMETTE WESTERN CORPORATION		
DECIMAL ±		SCALE 1" = 80'0"	DRAWN BY C.R.B.F. APPROVED BY
FRACTIONAL ±	TITLE SILETZ RIVER (KERNVILLE) BRIDGE. PROPOSED FALSEWORK LAYOUT.		
ANGULAR ±	DATE 24 June 1971	DRAWING NUMBER 71-8773-301.	

RECEIVED
DEC 28 1971
BRIDGE DIVISION

RECEIVED
MAR 9 - 1972
FOR FIL

1859

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

7577

December 22, 1971

Contract 7577

CM Constr. Region II 3-2-72

District Engineer
Corps of Engineers
U. S. Army
Portland District
P. O. Box 2946
Portland, Oregon 97208

Att: George E. Hyde, Chief
Navigation Division

Ref: Public Notice NPP 71-320, 000530(Siletz R.-Fill), dated November 4, 1971.

Dear Sir:

I do not approve of the project as proposed by the applicant.

I would have no objection to a permit for a crossing of Millport Slough at this location if the following conditions are met:

1. The crossing is made on a pile trestle.
2. A right-of-way permit is obtained from the Oregon Highway Division to place the haul road within the highway right-of-way.
3. The pile trestle must be removed after the project is constructed as approved by the Oregon State Highway Division.

NOTED
R. D. ASHBURY

BEN GIFFORD
INFORMATIONAL ONLY
NO ACTION REQUIRED
12-28-71

Sincerely,

Governor

RECEIVED
DEC 28 1971
PROGRAM & PLANNING
DIVISION

TM/ia

cc: State Water Resources Board
S. D. Spencer & Son
Oregon State Highway Division

NOTED
TOM EDWARDS

RECEIVED
DEC 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Orig copy to [illegible] for his file
[illegible] 12-29-71

[illegible]
DEC 18 1971

FOR [illegible]

-RF-110 (a)
7511

December 1, 1971

S. D. Spencer and Son
4614 NE 72nd Avenue
Vancouver, Washington 98661

RE: Road fill
Kernville Bridge Relocation

Gentlemen:

At the November 22, 1971, meeting the Planning Commission game approval to your request to creat a "haul road" by filling that area east of U. S. 101 between Immonen Road and the present bridge fill development, without going through conditional use procedures.

It should be pointed out that at this meeting, the Planning Commission voted to require that future activities of any State agency, which fall within the scope or definition of conditional uses in the County Zoning Ordinance, be initiated only after approval for such has been given.

Respectfully,

Lynn W Steiger

Lynn D. Steiger
County Planner

LDS:gp
cc: George Baldwin, Administrator Highway Division
Department of Transportation

RECEIVED
DEC 7 - 1971
FOR FILING

File copy
Young for
reply

Planning Department

COUNTY OF LINCOLN

Newport, Oregon 97365

December 1, 1971

copy Kldrae

George Baldwin, Administrator
Highway Division
Department of Transportation
State Highway Building
Salem, Oregon 97310

RE: Conditional Use Permits

Dear Mr. Baldwin:

At the November 22, 1971, meeting the Planning Commission voted to require that any future development by any State agency which falls within the scope or definition of conditional uses within the County Zoning Ordinance, be initiated only after approval of such has been granted.

Since ORS 215.130 (3) stipulates "(Zoning) ordinances ...may apply to state, school district, and other publicly owned or occupied property, except property of the United States;" and since the Lincoln County Zoning Ordinance classifies all governmental structures or uses of land as conditional uses, it was voted to request that presentations be made of the State Park developments in both Roads End and Otter Rock in order that the Planning Commission may determine whether or not a conditional use permit request should be initiated.

Please find enclosed a copy of the County Zoning Ordinance.

Planning Commission meetings are held the 4th Monday of every month. In order to have an item placed on the agenda, the request must be received at least two weeks prior to any meeting.

If there are further questions regarding this matter, please contact this office.

Respectfully,

Lynn D. Steiger

Lynn D. Steiger
County Planner

LDS:gp

RECEIVED
DEC 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Enclosures: Zoning Ordinance
Conditional Use Applications (2)

cc: Board of County Commissioners
State Game Commission
State Fish Commission
Division of State Lands
State Water Resources

RECEIVED
DEC 2 - 1971
FOR FILING

E-RF-110(9)
7577

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 1, 1971
Salem, Oregon

To:

J. B. Boyd
Regional Engineer
Region 2
Salem

SUBJECT:

Removal of Pile Dolphins
Kernville Br. Section
Oregon Coast Highway
Contract 7577

NOTED
A. E. JOHNSON

Attention: Gerald Wimer

At your request we have researched the ownership of the pile dolphins upstream from the existing Siletz River Bridge at Kernville.

These pile dolphins were put in during or shortly after the construction of the original bridge. They were replaced with new piling in 1954 by State forces.

The pile dolphins are the property of the State and it does not appear that we are under any obligation to leave them placed. A field evaluation of the effect of the removal of the dolphins should be made. If based on these observations, there appears to be no detrimental effects as a result of removing the dolphins, then we would recommend that they be removed under the present contract.

WJH

Walter J. Hart
Bridge Administration Engineer

WJH/ag

cc: A. A. Rear
A. E. Johnson
C. Elroy

RECEIVED
DEC 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 9 - 1971
FOR FILING

21-1085

C

OREGON STATE
HIGHWAY DIVISION

249½ S. W. Highway 101
Lincoln City, Oregon 97367
November 30, 1971

F-[illegible]E-110(7)
7577

Willamette-Western Corporation
Foot of N. Portsmouth Ave.
Portland, Oregon 97203

Attention: Mr. A.B. Wilkinson
Structures Manager

RE: Slide Preventative Measures
Siletz River (Kernville) Bridge
Oregon Coast Highway
Contract No. 7577

This is in response to your serial letter #29, dated November 29, 1971, wherein you request reimbursement for extra costs incurred in the performance of subject work.

We cannot, at this level, recommend reimbursement for the following reasons:

1. The original design requires embankment excavation to elevation -7.0' from the north end of the new bridge to approximately station 135+50. Inasmuch as the roadway subsidence occurred between stations 135+75 and 138+00, we are unconvinced that the problem might have been caused by the plan change which extended the -7.0' requirement northward to station 134+75.

2. We do not agree that reimbursement is warranted under section 203.46 of the Standard Specifications as we are not aware of any encroachment upon the existing roadbed by materials originating outside of, beyond or back of the original roadbed cross-section.

3. We contend that the threatened collapse of the existing roadbed resulted from the delay in placing rock embankment against the toe of the roadbed slope after the adjacent material had been dredged. This delay, of approximately two weeks duration, permitted lateral movement of material underlying the roadbed structure and the resultant settlement of the roadbed.

4. Our present judgement of this matter is influenced by the lack of specific detail as to the extent of your claim and your justification thereof and also our interpretation of sections 105.14, 105.16 and 203.31 of the Standard Specifications. These provisions allude to the contractor's responsibility for damages to facilities resulting from his operations and his obligation to maintain and repair existing roadbed surfacings within the project area.

copy for AED

NOTED
[illegible]

NOTED
ALFRED A. REAR

RECEIVED
DEC 2. 1971
BRIDGE DIVISION

We concur that you have performed this emergency work in a diligent and cooperative manner, and we will be happy to give further study to your request upon receipt of additional supportive information.

Very truly yours,

Charles W. Elroy
Resident Bridge Engineer

by: Jack M. Martin
Asst. Resident Engineer

cc: J.B. Boyd
Ivan Merchant
F.D. Morgan
H.H. Patterson
files

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DEC 2 1971
BRIDGE DIVISION

21-1085

FORM E-30 (REV. 10-69)

NOTED
A. E. JOHNSON

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1971

To: MEMO TO THE FILES

SUBJECT: Lateral Support Problem
Siletz River Bridge Section
Oregon Coast Highway

Chuck Elroy phoned at approximately 2 p.m. on November 23 indicating that the excavation on the north end of the project from Station 135 to 137+50 had caused a cracking in the southbound lane of the existing highway. Two questions were paramount:

1) Could the contractor haul across the Kernville Bridge? Obviously, this was not allowed under the contract, but the Gertula pit on the north side of the Siletz River was not in any shape to provide the rock backfill. Chuck Elroy verified that too much dirt was present in their material to qualify. Owing to the emergency nature of this problem and after discussion with Ivan Merchant, it was decided to allow the haul of approximately 10,000 tons across the Siletz Bridge from the pit at the south end of the project. This operation began about 5 o'clock and proceeded (without ceasing) until the danger was thought to be passed. The rock haul was completed about 8 a.m. November 25. 39 hrs.

2) Was the contractor entitled to extra compensation? The first consensus of Ivan Merchant and myself was that the contractor was obligated to provide lateral support in the embankment excavation area and to protect the existing highway during his excavation. Materials should have been readily available to backfill immediately and prevent any losses due to his excavation.

copy to mtl lab 12/3

Discussions with Tony Wilkinson of Willamette-Western indicated that he disagreed with our position and I told him that we would keep accurate records, but that the protection of this highway was of prime importance, and it was his obligation to continue even though on a claim basis. These were the instructions given to Chuck Elroy and reported to Ivan Merchant.

I proceeded to the site and arrived about 7 p.m. November 23. Material was being delivered to the site already and was continuing with five trucks. Signs were well placed, flagmen were operating to control traffic with radios. Traffic density was light. The area was quite dark and arrangements were made to place mercury vapors throughout the area and at Inmonen Road where the trucks were entering the highway.

IVAN D. MERCHANT

NOTED
[illegible]

NOTED
R. W. ELLISON

SP*82478-724

The problem was discussed with Tony Wilkinson and H. H. Patterson the following morning after an inspection of the project. Tony Wilkinson requested information as to what my recommendation would be as to paying them extra costs for the overtime. My first thought, I said, was that it would be on the contractor, but a final recommendation could not be made until after considerable study.

Those things against the contractor:

1) The excavation lay open in unstable ground for a two-week period.
2) That he did not have a rock source available at the time the excavation was ready to backfill

Those things in favor of the contractor were:

1) He moved expediously to solve the problem once it became apparent with all the forces at his disposal.
2) He had excavated in accordance with the plan except for the slope of 1:1 as shown substituted a vertical slope which was agreed to by the Resident Engineer.

On November 26 Chuck Elroy reported that the buttress installed is compete and no further distress is noted in the pavement.

William Fretwell inspected the project on November 26 and it appeared as though the buttress was doing the job. No further movement has been detected.

ORIGINAL SIGNED BY J. B. BOYD

J. B. Boyd
REGIONAL ENGINEER

cc Ivan Merchant ✓
H. H. Patterson
Chuck Elroy

RECEIVED
NOV 30 1971
BRIDGE DIVISION

RECEIVED
NOV 26 1971

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

F-RF-110(9)
7577

Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, OR 97203

November 24, 1971

Attn: Mr. Jim Burton

NOTED
A. E. JOHNS

Gentlemen:

Re: Siletz River (Kernville) Bridge
Oregon Coast Highway
F.A. Proj. No. F-RF-110(9)
Contract No. 7577 - Reimbursement for Trainee

This is to confirm my telephone notification of November 19 of my stop payment of reimbursement for Pile Driver trainee Dan W. Murray.

Your last Extra Work Order bill requested reimbursement for two Pilebutt trainees, Peter McMasters and Dan W. Murray. The approved trainee program submitted by you only listed one Pile Driver trainee; therefore, we cannot participate in the reimbursement for two.

If you have any further questions regarding this matter, please feel free to contact me.

Very truly yours,

F. D. Morgan
Construction Engineer

By MDGlenn

M. D. Glenn
E.E.O. Engineer

MDG:fr
cc: Lincoln City Office

bc: R. E. Simpson
A. E. Johnson
J. B. Boyd
C. W. Elroy
L. H. Young

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NOV 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form 8-123

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NOV 26 1971
FOR FILING

F-RF-116(7)
[illegible]

TRANSMITTAL SLIP

DATE

PORTER
[redacted]
SHAW
KLABOE
JOHNSON
HUNTER
WOLFE
SIPPRELL
ACCOUNTING

BRIDGE
CONSTRUCTION
COUNTY AND CITY
DATA PROCESSING
DESIGN
EQUIP. SHOPS
B.P.R.
LABORATORY
LEGAL

MAINTENANCE
MGMT ANALYSIS
PROGRAM & PLANNING
PARKS
PERMITS
PERSONNEL
PUBLIC INFORMATION
RADIO
RIGHT OF WAY

SECRETARY
SIGN SHOP
TRAFFIC
TRAVEL
WEIGHMASTER
[✓ FILES]
REGION ☐
E. S. H. B.

ATTENTION:

FROM: VICTOR D. WOLFE

ACTION

☐ NOTE AND FILE
☐ NOTE AND RETURN TO ME
☐ RETURN WITH MORE DETAILS
☐ NOTE AND SEE ME
☐ PLEASE ANSWER
☐ FOR YOUR APPROVAL
☐ PREPARE REPLY FOR MY SIGNATURE
☐ TAKE APPROPRIATE ACTION
☐ PER YOUR REQUEST
☐ SIGNATURE
☐ FOR YOUR INFORMATION
☐ INVESTIGATE

COMMENTS

RECEIVED
NOV 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

no further action

NOTED
A. E. JOHNSON

OSHD E 100 (REV. 9-70)

SP*72873-734

1-16-71

Tom:

Public Notice 71-320 is a request from Spencer & Sons to construct a land fill for haul road use alongside our highway. The attached letter to Wimer over the signature of Lenz is in reply to a request from Wimer as to the size of pipes under the haul road. I instructed Lenz to consult with Bridge and the third paragraph of Lenz' report indicates the Bridge Division's reaction.

Based on the report, I would recommend that the request be denied even though he is our contractor. Or as Lenz points out, the contractor assumes full responsibility for possible failure of the existing bridge over Millport Slough.

VDW

Vic

FORM 2-20-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

November 9, 1971

SUBJECT: Construction Haul Road Permit
Kernville Bridge Section

To: Mr. J. B. Boyd
Regional Engineer

Attention: Mr. Gerald Wimer
Regional Construction Engineer

In reply to Mr. Wimer's October 20 communication re subject, the two proposed 72-inch CMP culverts for the haul road across Millport Slough will suffice, developing less than one-foot head differential between the inlet and outlet for the greatest tidal cycle during the day. For the periods during which the river is high and the tide flats upstream are covered, the culverts would not handle their share, but the remainder of the water would return, instead, to the river where the minor increase in flow would have no noticeable effect at the bridge. The culverts should be placed on a skewed alignment and centered one each between adjacent bents of the bridge. If the haul road is constructed to elevation 5 as the application for permit details, the haul road will probably be submerged as often as once daily at various periods during the year.

The question was also raised about possible effects of the haul road installation on the existing Millport Slough Bridge. The makeup of the sediment of which tidal sloughs are composed is notorious for its inability to support fills, and this slough is no exception. Usually, fills never stop settling over the years, and one of the side effects is the lateral movement of the subsurface material beneath the fill.

In this particular instance, it is considered undesirable to allow a fill to be placed adjacent to the slough bridge since it is possible that lateral pressures from mud waves caused by the fill placement could displace the bridge piling. The bridge bents are skewed to align with the current and have no cross-bracing so the pressures would react against individual piles which are without benefit of support from adjacent piling. The wood piles are varied in length--50 feett--and the indications are that they are point-bearing with no particular lateral support from the sediment through which they passed. The end result is, of course, a damaged bridge (or worse).

If the decision is to allow the subcontractor to construct the fill across Millport Slough, I would suggest a clause be entered which would place the full responsibility on his shoulders for any damage to the bridge and for continuation of traffic during remedial measures. Since the prime contractor is equipped for pile driving, a reasonable alternative would be for the subcontractor to construct a temporary bridge across the slough for his haul road if he still persists with his general plan.

Victor D. Wolfe
Location Engineer

By

R. L. Lenz
Hydraulics Engineer

RLL:mc

cc Victor D. Wolfe

STATE WATER RESOURCES BOARD
1158 Chemeketa Street N. E.
Salem, Oregon 97310

No Objection

Date November 8, 1971

Attached are copies of a Public Notice received from the Portland District, Corps of Engineers, on November 5, 1971.

Permit request submitted by: S. D. Spencer & Son

Descriptive File No. PN NPP 71-320, 000530(Siletz R.-Fill)

Please return your comments to the State Water Resources Board by:

November 29, 1971.

NOTED
A. E. JOHNSON

STATE WATER RESOURCES BOARD
1158 Chemeketa Street N.E.
Salem, Oregon 97310

Date November 8, 1971

Attached are copies of a Public Notice received from the Portland District, Corps of Engineers, on November 5, 1971.

Permit request submitted by: S. D. Spencer & Son

Descriptive File No. PN NPP 71-320, 000530(Siletz R.-Fill)

Please return your comments to the State Water Resources Board by:

November 29, 1971.

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

4 November 1971

NPPND-MI-P
000530(Siletz R.-Fill)

PUBLIC NOTICE NPP 71-320
SILETZ RIVER, MILE 0.51 AT KERNVILLE, OREGON-FILL

S. D. Spencer & Son has applied for a Department of the Army permit under Section 10 of the River and Harbor Act of March 3, 1899 (30 Stat. 1151; 33 U.S.C. 403) to construct a land fill for haul road use, in conjunction with their Oregon State Highway Division Contract No. 7577, as shown on the reverse side of this notice. The proposed haul road will consist of rock embankment and will be used for transporting material to construct approaches to the bridge under construction across the Siletz River. When construction is completed, the applicant states, "that portion of the haul road fill directly in and across Millport Slough will be removed and the channel restored to its original dimension."

Additional information may be obtained from Mr. Vern C. Kirby, Supt., S. D. Spencer & Son, 4614 N. E. 72nd Avenue, Vancouver, Washington 98661; telephone (206) 693-4719 or (503) 285-9232.

A permit for the proposed work will not be issued until certification as required under Public Law 91-224 has been received from the Oregon State Department of Environmental Quality. Oregon law requires that easements or permits be obtained for certain works or activity in the described waters. These state requirements must be met where applicable and the Department of the Army permit obtained before any work waterward of the ordinary high water line may be accomplished.

Interested parties are requested to submit in writing any comments or objections they may have to the proposed work.

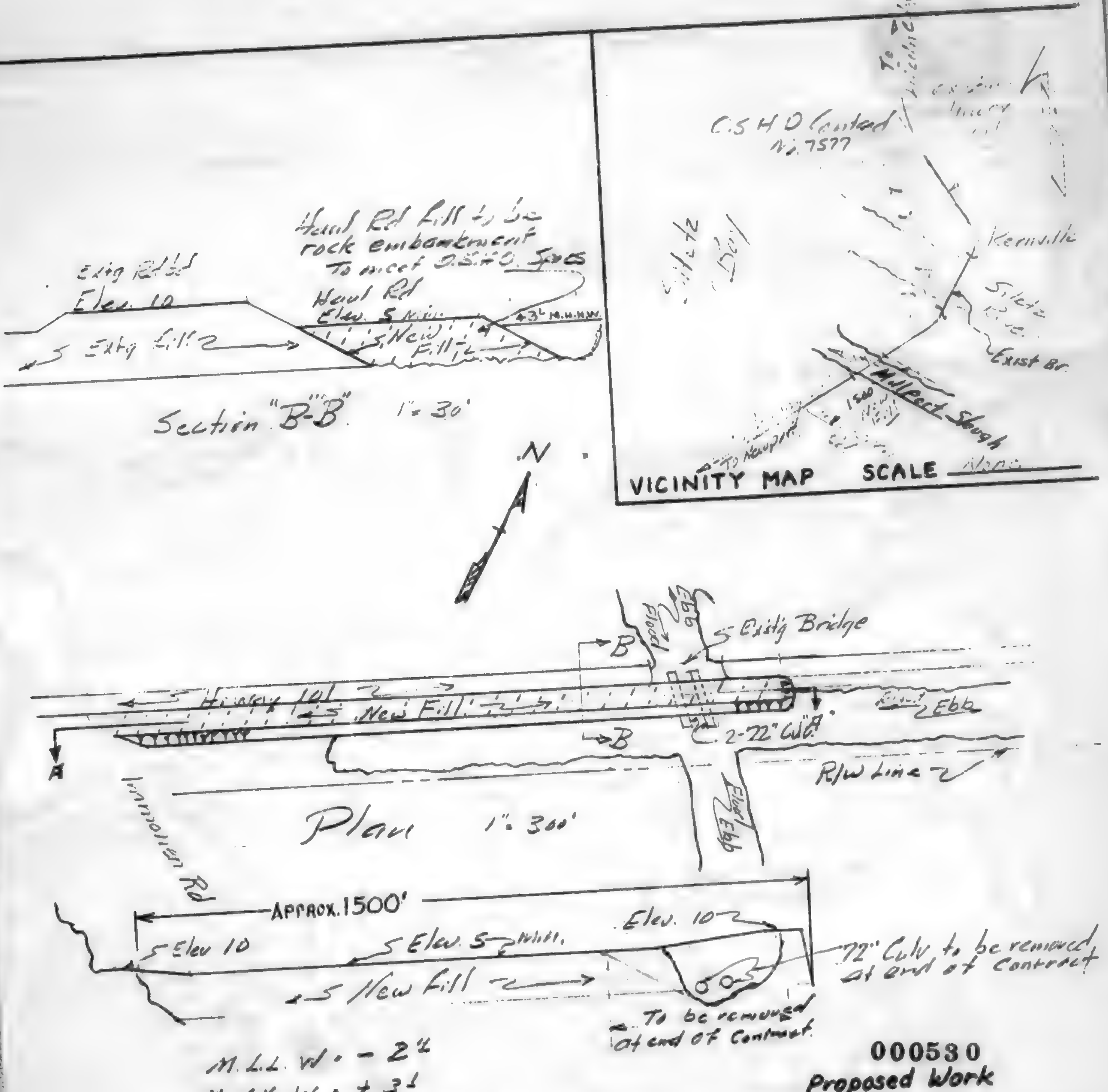
The determination as to whether a permit will be issued will be based on an evaluation of all relevant factors, including navigation, fish and wildlife, water quality, economics, conservation, aesthetics, recreation, water supply, flood damage prevention, ecosystems, and in general the needs and welfare of the people. Comments on these factors will be accepted and considered in determining whether it would be in the best public interest to grant the permit as requested.

Replies to this notice should be mailed to reach this office not later than 6 December 1971.

George E. Hyde
GEORGE E. HYDE
Chief, Navigation Division

RECEIVED
NOV 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

J.v


Haul Rd Fill to be rock embankment To meet O.S.H.D. Specs
Extg Rdbd
Elev. 10
Haul Rd
Elev. 5 Min.
+3± M.H.H.W.
Extg Fill
New Fill
O.S.H.D Contract No. 7577
To Lincoln City
Kernville
Siletz Bay
Siletz River
Exist Br.
Millport Slough
1500 New Fill
To Newport
VICINITY MAP SCALE None
N
B
Flood
Ebb
Extg Bridge
Hiway 101
New Fill
B
2-72" Culv.
Flood Ebb
R/W Line
A
A
Flood Ebb
Immonen Rd
Approx. 1500'
Elev 10
Elev. 5 Min.
Elev. 10
New Fill
72" Culv to be removed at end of Contract
To be removed at end of Contract
M.L.L.W. = -2±
M.H.H.W. = +3±

Section "B-B" 1" = 30'

Plan 1" = 300'

Section "A"-"A" 1" = 300'

000530

Proposed Work

in Millport Slough

at Kernville

County of Lincoln **State** Oreg

Application by S.D. Spence - SSm

______ **Date**

1859

DEPARTMENT OF
ENVIRONMENTAL QUALITY

STATE OFFICE BUILDING • 1400 S.W. 5th AVENUE • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

KENNETH H. SPIES
Director

ENVIRONMENTAL QUALITY
COMMISSION

B. A. McPHILLIPS
Chairman, McMinnville

EDWARD C. HARMS, JR.
Springfield

STORRS S. WATERMAN
Portland

GEORGE A. McMATH
Portland

ARNOLD M. COGAN
Portland

PUBLIC NOTICE

The following shall constitute public notice by the State of Oregon that the Department of Environmental Quality, pursuant to the requirements of Section 21(b) of the Federal Water Pollution Control Act as amended by Public Law 91-224 has been requested to certify that there is reasonable assurance that the project described in Corps of Engineers Public Notice No. NPP 71-320 will not violate applicable water quality standards. Comments regarding possible water quality effects of the proposed project should be sent within 20 days to the Department of Environmental Quality, 1400 S.W. 5th Avenue, Portland, Oregon 97201.

Mailing Address: P.O. Box 231, Portland, Oregon 97207 — Telephone: (503) 229-5696

DEQ-1

FILE
NOV 17 1971

FOR FILE

F-RF-110 (7)
7577

November 15, 1971

Division of State Lands
502 Winter Street, NE
Salem, OR 97310

Attention: Mr. William S. Cox, Director

Contract 7577 Kernville Br

Gentlemen:

Re: S. D. Spencer and Son Application
Millport Slough Crossing
Adjacent to the Oregon Coast Highway

The State Highway Division has studied S. D. Spencer and Son's proposal for a temporary fill across Millport Slough adjacent to the Oregon Coast Highway. It is our finding that the two proposed 72-inch corrugated metal culverts would be adequate. However, the construction of the fill adjacent to our existing highway structure, whether there was fill around the piling or not, could create some lateral stresses that would be undesirable. Therefore, it is recommended that if the crossing of Millport Slough is allowed, it be required to be on pile trestle.

In addition to a Land Board Permit, a permit will be required from the Highway Division to place the haul road within highway right-of-way.

Thank you for this opportunity to comment.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan
J. B. Boyd
I. D. Merchant
Victor D. Wolfe
C. W. Elroy
H. H. Patterson

WJH:dh ms

21-1085

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☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

C

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 9, 1971

SUBJECT: Construction Haul Road Permit
Kernville Bridge Section

To: Mr. J. B. Boyd
Regional Engineer

Attention: Mr. Gerald Wimer
Regional Construction Engineer

In reply to Mr. Wimer's October 20 communication re subject, the two proposed 72-inch CMP culverts for the haul road across Millport Slough will suffice, developing less than one-foot head differential between the inlet and outlet for the greatest tidal cycle during the day. For the periods during which the river is high and the tide flats upstream are covered, the culverts would not handle their share, but the remainder of the water would return, instead, to the river where the minor increase in flow would have no noticeable effect at the bridge. The culverts should be placed on a skewed alignment and centered one each between adjacent bents of the bridge. If the haul road is constructed to elevation 5 as the application for permit details, the haul road will probably be submerged as often as once daily at various periods during the year.

The question was also raised about possible effects of the haul road installation on the existing Millport Slough Bridge. The makeup of the sediment of which tidal sloughs are composed is notorious for its inability to support fills, and this slough is no exception. Usually, fills never stop settling over the years, and one of the side effects is the lateral movement of the subsurface material beneath the fill.

In this particular instance, it is considered undesirable to allow a fill to be placed adjacent to the slough bridge since it is possible that lateral pressures from mud waves caused by the fill placement could displace the bridge piling. The bridge bents are skewed to align with the current and have no cross-bracing so the pressures would react against individual piles which are without benefit of support from adjacent piling. The wood piles are varied in length--50 feet--and the indications are that they are point-bearing with no particular lateral support from the sediment through which they passed. The end result is, of course, a damaged bridge (or worse).

If the decision is to allow the subcontractor to construct the fill across Millport Slough, I would suggest a clause be entered which would place the full responsibility on his shoulders for any damage to the bridge and for continuation of traffic during remedial measures. Since the prime contractor is equipped for pile driving, a reasonable alternative would be for the subcontractor to construct a temporary bridge across the slough for his haul road if he still persists with his general plan.

Victor D. Wolfe
Location Engineer

By

R. L. Lenz
Hydraulics Engineer

RLL:mc

cc Victor D. Wolfe

AREA CODES - VANCOUVER 206, PORTLAND 503

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N. E. 72nd Avenue ○ Phones: Vancouver 693-4719 ○ Portland, 285-9232
VANCOUVER, WASHINGTON 98661

REGION 2 ENGINEER
RECEIVED
OCT 18 1971
RE RCE RME RTE RCE
ULE GEO TA FILE

October 12, 1971

State Land Board
State of Oregon
Salem, Oregon 97310

Attention: Mr. Bill Cox

Re: OSHD Contract #7577
Kernville Bridge

Gentlemen:

In accordance with our telephone conversation we hereby request a land fill permit for construction of a haul road on State Right-of-way to be used during construction of approach fills on the above captioned contract.

Attached please find copy of sketch and proposal.

Very truly yours,

V. Kirby

Vern C. Kirby
S. D. Spencer & Son

VCK/jl

cc: C. Elroy, R. E.
Willamette-Western
Keith Taylor

Oct 20±

Fred Yarbrough says rock foundation to the south isn't necessary if it will hold up heavy hauling equipment

A. Nemir

NOTED
C. W. ELROY
OCT 18 [illegible]

AREA CODES • VANCOUVER 206, PORTLAND

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N. E. 72nd Avenue ○ Phones: Vancouver 693-4719 ○ Portland, 285-9232

VANCOUVER, WASHINGTON 98661

PROPOSAL DESCRIPTION

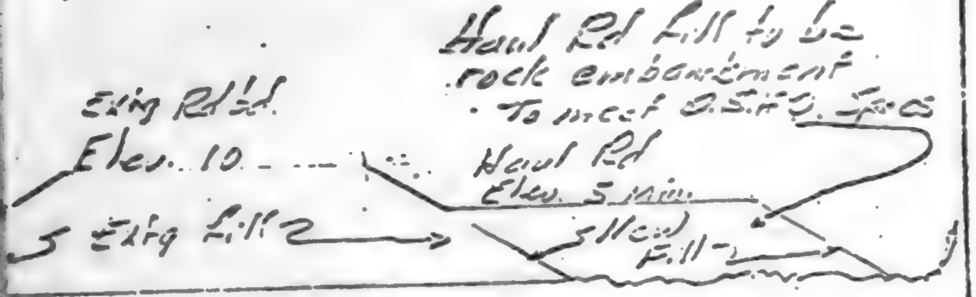
Fill is to be placed adjacent to, and parallel to, Oregon State Highway #101. Said fill top elevation to be a minimum of plus 5, O.S.H.D. datum, and will be a haul road for transporting material to construct approaches to the bridge under construction across the Siletz River at Kernville.

At the present time the tidal action in Millport Slough is such that drainage on ebb tide is divided under the existing highway 101 and drains both ways, East and West, from the highway. Placing of the above fill does not impede such drainage in any manner. No exit port for tide waters, or entering fresh water is blocked, drainage continues to act in the same directions and in the same channels.

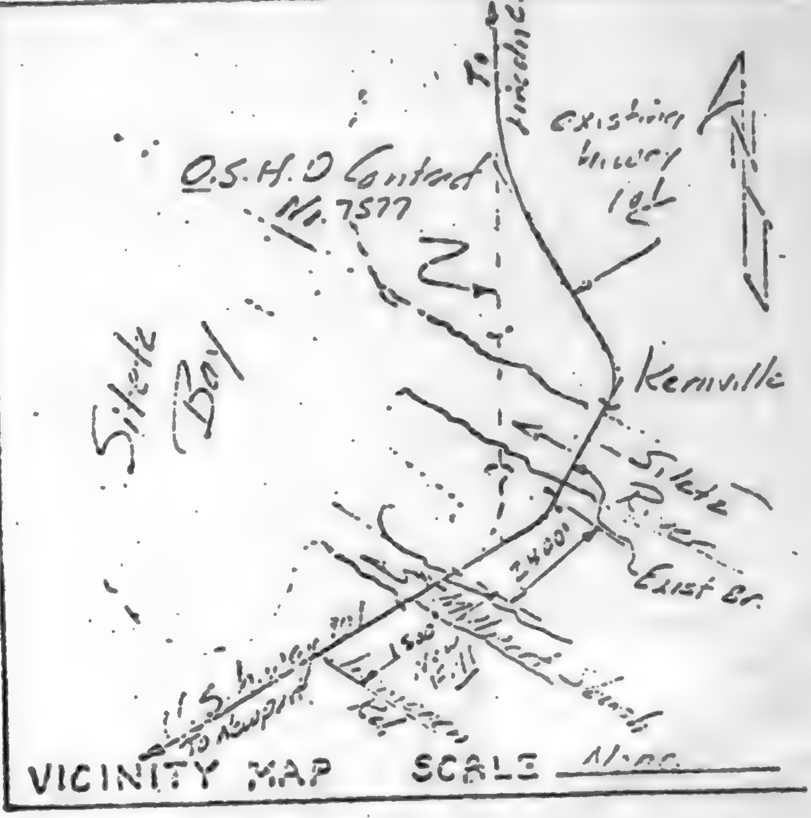
After the above mentioned approach fills are in place at the new bridge, that portion of the haul road fill directly in and across Millport Slough will be removed and the channel restored to its original dimension.

This haul road fill will be placed in early Spring of 1972 for use during that construction season and removed in the fall of 1973.

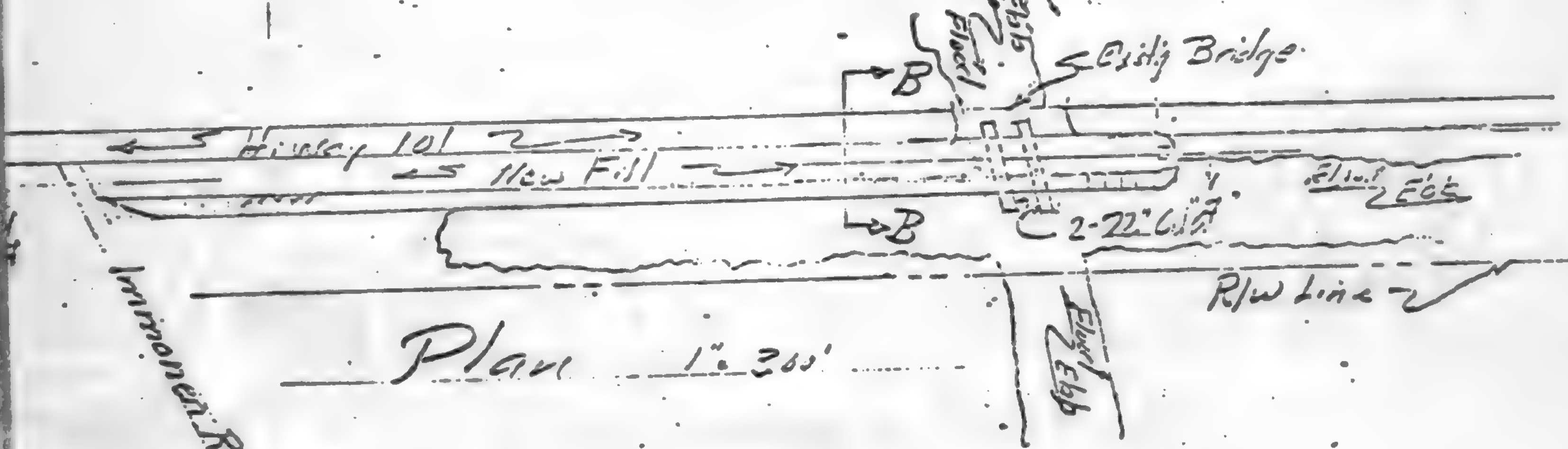
NOTED,
C. W. ELROY
OCT 13 REC'D


Haul Rd fill to be rock embankment To meet O.S.H.D. Specs
Exiq Rd bd.
Elev. 10
Exiq Fill
Haul Rd Elev. 5 Min.
New Fill

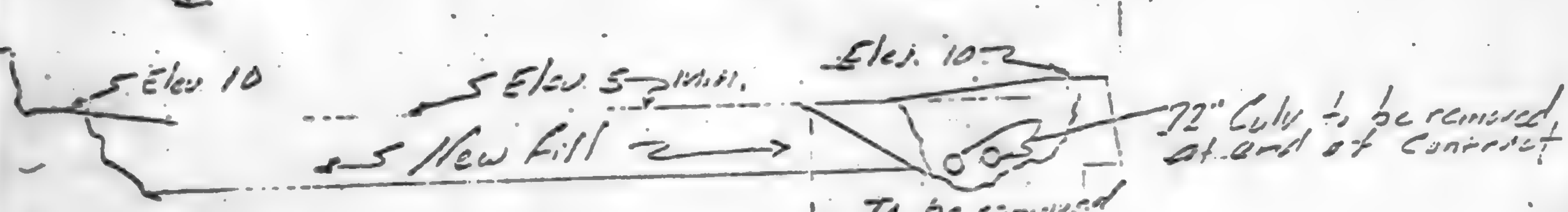
Section "B"-"B" 1" = 30'


To Lincoln City
existing hiway 101
O.S.H.D Contract No. 7577
N
Siletz Bay
Kernville
Siletz River
East Br.
2400'
1500'
Millport Slough
U.S. hiway 101 To Newport
Immonen Rd

VICINITY MAP SCALE None


B
Ebb Flood
Exist'g Bridge
Hiway 101
New Fill
Flood Ebb
B
2-72" CMP
R/W Line
Immonen Rd
Flood Ebb

Plan 1" = 300'


Elev. 10
Elev. 5 Min.
Elev. 10
New Fill
72" Culv. to be removed at end of Contract
To be removed at end of Contract

M.L.L.W. = -2'

M.H.H.W. = +3'

Section "A"-"A" 1" = 300'

Proposed Work

in Millport Slough

at Kernville

County of Lincoln State Oreg

Application by S.D. Spencer Co

_______ Date

✓

NOTED
G. W. ELROY
OCT 1 8 [illegible]

RECEIVED
NOV 5 - 1971
FOR FILING

F-RF-110(9)

7577

November 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Engineer
P. O. Box 300
Salem, Oregon 97308

Contract 7577
Prefix 21-1085
FAP F-RF-110(9)

Dear Sir:

Herewith for your consideration and approval are copies of Extra Work Order No. 4, covering mobilizing and demobilizing the contractors dredge and pipeline on the Siletz River (Kernville) Bridge Section of the Oregon Coast Highway in Lincoln County.

The contractor had completed excavation as staked south of the river and had prepared to move to another excavation site. It was determined that additional excavation was necessary and the contractor was instructed to reassemble his equipment and proceed with this additional excavation.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on September 28, 1971.

Your approval as of September 28, 1971 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JK:alc

RECEIVED
NOV 8 1971
FOR FILING

F-RF-110(9)
7577

November 3, 1971

Mrs. Lois J. Harlow
Post Office Box 2141
Lincoln City, Oregon 97367

431

Dear Mrs. Harlow:

Re: Siletz River (Kernville)
Bridge Section
Oregon Coast Highway
Contract No. 7577

Thank you for your letter of October 22 bringing to our attention the muddy condition which currently exists on US101 between Kernville and Gleneden Beach.

The situation is caused by the contractor's construction activities for the new bridge across the Siletz River at Kernville. In accord with the terms of the contract, policing of this condition is the responsibility of the contractor. In order to prevent further inconvenience to the traveling public, I am requesting that our Regional Engineer immediately take steps to have the contractor remove the mud and debris resulting from his activities.

We appreciate your interest in this matter and are sorry for any inconvenience which may have been caused to date. With the onset of the rainy season there is a certain amount of muddy water on the highway due to normal road conditions. An occasional muddy condition is inevitable through the construction area; however, I anticipate that further excess mud on this stretch of highway will be held to a minimum.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
I. D. Merchant
J. A. Bond
J. B. Boyd - Take necessary action.
C. W. Elroy

RWE:ag: ajw

Edwards

P. O. Box 2141
Lincoln City, Ore. 97367

October 22, 1971

Mr. Robert L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Johnson
Reply + Police up

Dear Mr. Porter:

I wish to complain about mud which is currently covering a section of Highway 101 between Kernville and Gleneden Beach, specifically between Immonen Road and the southern approach to the new Kernville Bridge. Trucks carrying fill from the Immonen Road quarry to the new bridge approach have covered the highway with dirt, which quickly turns to mud every time it rains.

I have to pass over this section of road twice a day, at least 5 times a week, as I drive from my home in Lincoln City to my work at Salishan Lodge. Almost every day since late September my car has been covered with mud splattered by trucks and trailers either in front of me or passing me. Because of my position as a sales representative for Salishan Lodge, it is important that my car be kept in good, clean condition at all times.

My husband and I are becoming frustrated with the high cost of keeping our car clean. Therefore, we ask that either the State Highway Division or the bridge contractor, Willamette Western, Inc. reimburse us for the cost of washing our car. Will you please send us $2.00 for each week that the road is covered with mud, from September 27th until the road is cleared.

Sincerely yours,

Lois J. Harlow

(Mrs.) Lois J. Harlow

RECEIVED
OCT 29 19
BRIDGE DIVISION

RECE
OCT 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

[illegible]

Files

FORM E-20-X 12-67

F-RF-110(9)
7511

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

November 2, 1971

SUBJECT: Culvert Installation,
Station 153+75
Siletz River Bridge Section
Oregon Coast Highway
Lincoln Coun ty

To: Mr. Gerald Wimer
Regional Construction Engineer

In line with your request, attached is a report on the need for a culvert installation in the tidal channel near the Siletz Keys Estates.

Victor D. Wolfe
Location Engineer

By

Richard L. Lenz
Hydraulics Engineer

Att.

RLL:mc

cc A. E. Johnson
F. D. Morgan
Ivan D. Merchant
Victor D. Wolfe

Approved 11-15-71
A E Johnson
Asst. State Hwy. Engr.

Merchant: Region advises cost of 96" pipe to be $17,000 – 20,000. Please arrange to proceed. Will this eliminate the need for a channel change with a savings?

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NOV 3 1971
BRIDGE DIVISION

17000 $ 20,000

SILETZ RIVER (KERNVILLE) BRIDGE SECTION
OREGON COAST HIGHWAY
LINCOLN COUNTY

Culvert Installation, Station 153+75

About 1964 the tidal channel which crosses our alignment at Station 153+75 was blocked approximately 500 feet downstream by construction of an access road near the Siletz Keys Estates. The channel was widened and deepened for 400 feet upstream and downstream from the access road with the upstream section to be used as a boat basin having an access channel to the river; the downstream section was probably used for an outfall basin for the Siletz Keys Estates sewage treatment plant.

Prior to the construction of the access road, this channel carried water on both the incoming and outgoing tidal cycles with river water flowing through during the outgoing cycle. Since that construction, the movement of water through the upper reach of the tidal channel has been reduced to a minimum and the only exchange of water in the boat basin area is caused by the rise and fall of the tide which induces a head differential between the river and the basin (essentially, the basin has become a "dead water" area in light of the no-current condition).

The basin downstream from the access road does not have the benefit of being in proximity to a moving stream; the water rises and falls only as a result of the tidal action in Siletz Bay. Presently, the sewage treatment plant handles sewage from two homes, and this tidal action is sufficient to keep the basin from becoming a cesspool. The number of homes planned for the ultimate development will exceed forty and an undesirable condition would then result in the basin.

RECEIVED
NOV 3 1971
BRIDGE DIVISION

A large culvert will eventually have to be installed through the access road in order to produce a flushing action; because of the alignment of the connecting channel to the river from the upper basin, this flushing action will be adversely affected if the new highway construction blocks off the flow from the river further upstream. It appears that if the fill were placed without a culvert in this tidal channel, the Highway Division could be placed in an untenable position. Inasmuch as there is a possibility of litigation with respect to this channel, it would be discreet to consider the installation of a culvert at this time while the work can be performed in conjunction with the construction of the roadway. This would then save the embarrassment of trying to rectify the problem after the highway has been opened to traffic.

It is suggested that a 96-inch culvert be used in this tidal channel with its invert elevation set at -1.0 feet m.s.l. (no slope through the culvert). This size would permit a free-surface flow through the culvert most of the time and is not predicated upon the hydraulic capacity since the bridge will carry the design flood.

Richard L. Lenz
Hydraulics Engineer

RLL:mc

November 2, 1971

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NOV 3 1971
BRIDGE DIVISION

RECEIVED
OCT 2[illegible] 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

F-RF-110(9)
7577

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, OR 97203

October 26, 1971

Gentlemen:

Re: Siletz River (Kernville) Bridge
Oregon Coast Highway
F.A.P. No. F-RF-110(9)
Contract No. 7577

We have received concurrence from the Federal Highway Administration of our approval of your proposed training programs for the Carpenters, Laborers, Piledrivers and Teamsters Trainees on the subject contract.

Your efforts to insure success of this program are appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By MDGlenn

M. D. Glenn
E.E.O. Engineer

MDG:fr
cc: Lincoln City Office
bc: R. E. Simpson
A. E. Johnson
J. B. Boyd
C. W. Elroy

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OCT 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form 5-123

RECEIVED
OCT 29 1971
FORM E-30
FOR FILING

F-AF-111(9)
7577

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

October 26, 1971
Salem, Oregon

NOTED
A. E. JOHNSON

SUBJECT:

To:

Memorandum to the Files

Siletz River Bridge
Contract No. 7577

Re: Payment for Excavation of Unsuitable Foundation Material

The special provisions for the subject project, Article 203.91 state, "Where rock embankment material is to be placed, there will be no separate measurement and payment for embankment foundation excavation materials removed, it being understood that the cost thereof has been included in the bid price for the item 'rock embankment material' ".

This in essence means the bid item "rock embankment material" covers payment for two types of work, excavation and rock fill, and that the contractor can be compensated for excavation work as it progresses. Such compensation to be made under the bid item "rock embankment material".

The value of the excavation work complete should be estimated, and then converted to cubic yards of rock embankment of equal value for payment. The estimate of excavation completed must be on the conservative side to allow for possible sloughing or other contingent phenomenons which might occur prior to placing the rock. When payment for actual placement of rock is made the previous allowance for excavation must be taken into account. Verification and documentation of the price allowed for excavation must be provided by the resident engineer. Complete documentation of the conversion from excavation credits to rock allowance as well as method of taking these excavation payments into account at the time of paying for actual rock placement must also be provided by the resident engineer. Documentation of the entire procedure is necessary in order to satisfy auditing requirements.

I have discussed the above with Mr. Leonard Lindas, Mr. John Bond, Mr. Ray Asburry and Mr. John Schultz (FHWA) and they are in accord with same.

ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Special Studies Engineer

RWE/ag
cc: A. E. Johnson
I. D. Merchant
L. I. Lindas
J. Bond
R. Asburry
J. Schultz
J. Boyd
L. H. Young

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OCT 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-105-6M

F-RF-110 (9)
7577

STATE COPY 6-1P

APPROVED EFFECTIVE DATE 9-28-71
Contingent upon modification of project agreement if additional funds are required
BY G. K.
TITLE Dist. Engineer
DATE 20 Oct 71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Siletz River (Kernville) Bridge
Date 19
Highway Oregon Coast
Contract No. 7577
County Lincoln
Prefix 21-1085
Contractor Willamette-Western Corp.
F. A. Project No. F-RF-110 (9)
Address Foot of N. Portsmouth Ave., Portland, OR 97203
Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Secure dredge and pipeline, and disassemble same.

NOTED
A. E. S

To Const. 11-23-71

NOTED
TOM EDWARDS

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NOV 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

149+60 to 149+84

Estimate of quantities and cost:

Labor and equipment rental $900.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Contractor had completed embankment foundation excavation to station 149+84 as staked, and had disassembled dredge and pipeline when ordered to reassemble and extend the excavation 24 feet northerly.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $4,999,697.06
Present estimate of project cost, including $900.00 for work under this order $ same
Expected under-run / over-run amount $ none
Expected under-run / over-run per cent 0.0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer
For L.W. Elroy,
Approval Recommended: Construction Engineer or Bridge Engineer
Approval Recommended: Division Engineer
Reg Const
Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or

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OCT 2[illegible] 1971
FORM E-30 (REV. 10-69)
FOR FILING

E-FF-110 (9)

7-77

21-1085

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20, 1971

NOTED
A. E. JOHNSON

To: Vic Wolfe
LOCATION ENGINEER

ATTENTION: R. L. Lenz

SUBJECT: Construction Haul Road Permit
Kernville Bridge Section

S. D. Spencer and Son, grading subcontractor on the subject project has applied through the State Land Board for permission to construct a temporary haul road on the easterly side of the Coast Highway from Iminon Road northerly through and across Millport Slough. Copies of the proposal are attached.

A. E. Johnson, Don Trout, and I reviewed this proposal with William S. Cox, Director; Roland Montagne, a Waterway Manager; and Stanley F. Hamilton, Staff Engineer, all of the Division of State Lands Tuesday, October 19, at 1 p.m. Mr. Montagne will process the application for the Millport Slough portion only. This will take approximately thirty days. In the interim he did request that the Highway Division conduct a hydraulic study to determine if two 72" culverts are adequate to provide the drainage for Millport Slough. Please conduct such a study and advise your findings at your earliest opportunity.

Original signed by [illegible]

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW/km

cc A. E. Johnson
Ivan Merchant
F. D. Morgan
H. H. Patterson
Chuck Elroy

RECEIVED
OCT 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

21-1085

AREA CODES - VANCOUVER 206, PORTLAND 03

EQUAL

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N. E. 72nd Avenue ○ Phones: Vancouver 693-4719 ○ Portland, 285-[illegible]232
VANCOUVER, WASHINGTON 98661

REGION 2 ENGINEER
RECEIVED
OCT 18 1971
☐ RE [✓ ☐ RCE] ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

October 12, 1971

State Land Board
State of Oregon
Salem, Oregon 97310

Attention: Mr. Bill Cox

Re: OSHD Contract #7577
Kernville Bridge

Gentlemen:

In accordance with our telephone conversation we hereby request a land fill permit for construction of a haul road on State Right-of-way to be used during construction of approach fills on the above captioned contract.

Attached please find copy of sketch and proposal.

Very truly yours,

V. Kirby
Vern C. Kirby
S. D. Spencer & Son

VCK/jl

cc: C. Elroy, R. E.
Willamette-Western
Keith Taylor

NOTED
C. W. ELROY
OCT 18 REC'D

AREA CODES - VANCOUVER 206, PORTLAND EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N. E. 72nd Avenue ○ Phones: Vancouver 693-4719 ○ Portland, 285-9232
VANCOUVER, WASHINGTON 98661

PROPOSAL DESCRIPTION

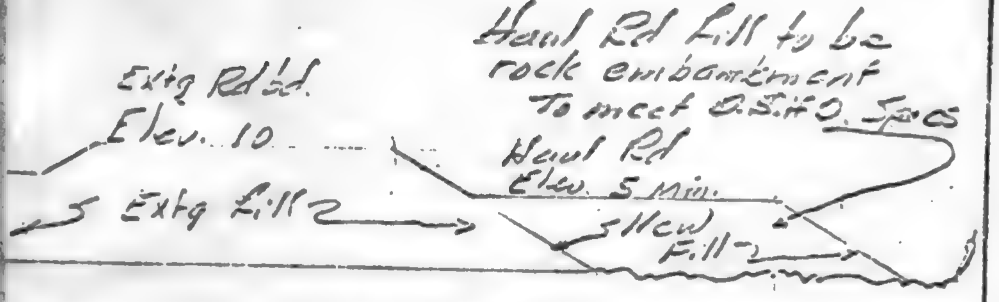
Fill is to be placed adjacent to, and parallel to, Oregon State Highway #101. Said fill top elevation to be a minimum of plus 5, O.S.H.D. datum, and will be a haul road for transporting material to construct approaches to the bridge under construction across the Siletz River at Kernville.

At the present time the tidal action in Millport Slough is such that drainage on ebb tide is divided under the existing highway 101 and drains both ways, East and West, from the highway. Placing of the above fill does not impede such drainage in any manner. No exit port for tide waters, or entering fresh water is blocked, drainage continues to act in the same directions and in the same channels.

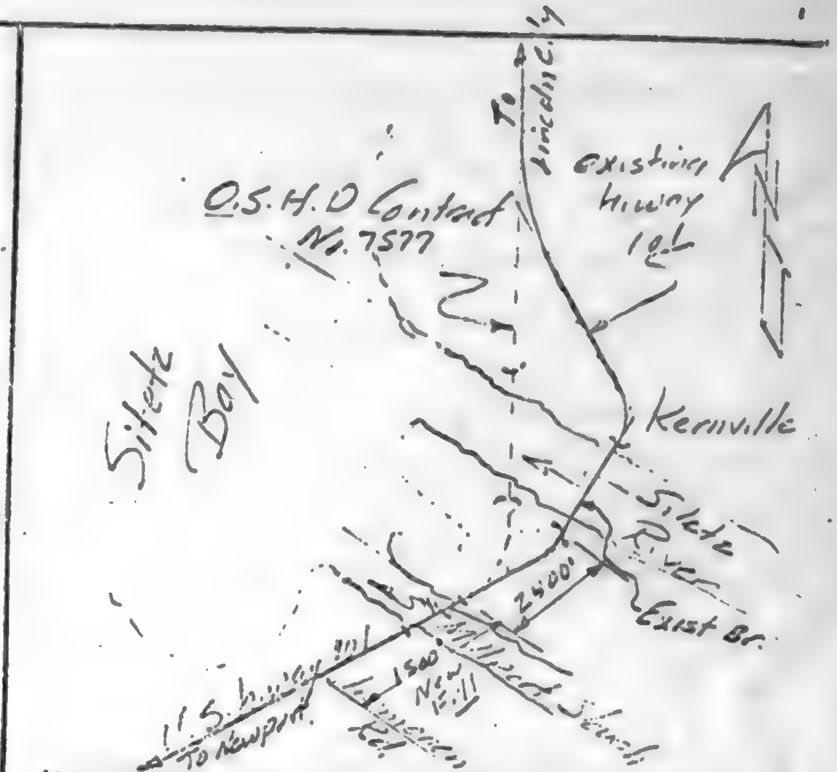
After the above mentioned approach fills are in place at the new bridge, that portion of the haul road fill directly in and across Millport Slough will be removed and the channel restored to its original dimension.

This haul road fill will be placed in early Spring of 1972 for use during that construction season and removed in the fall of 1973.

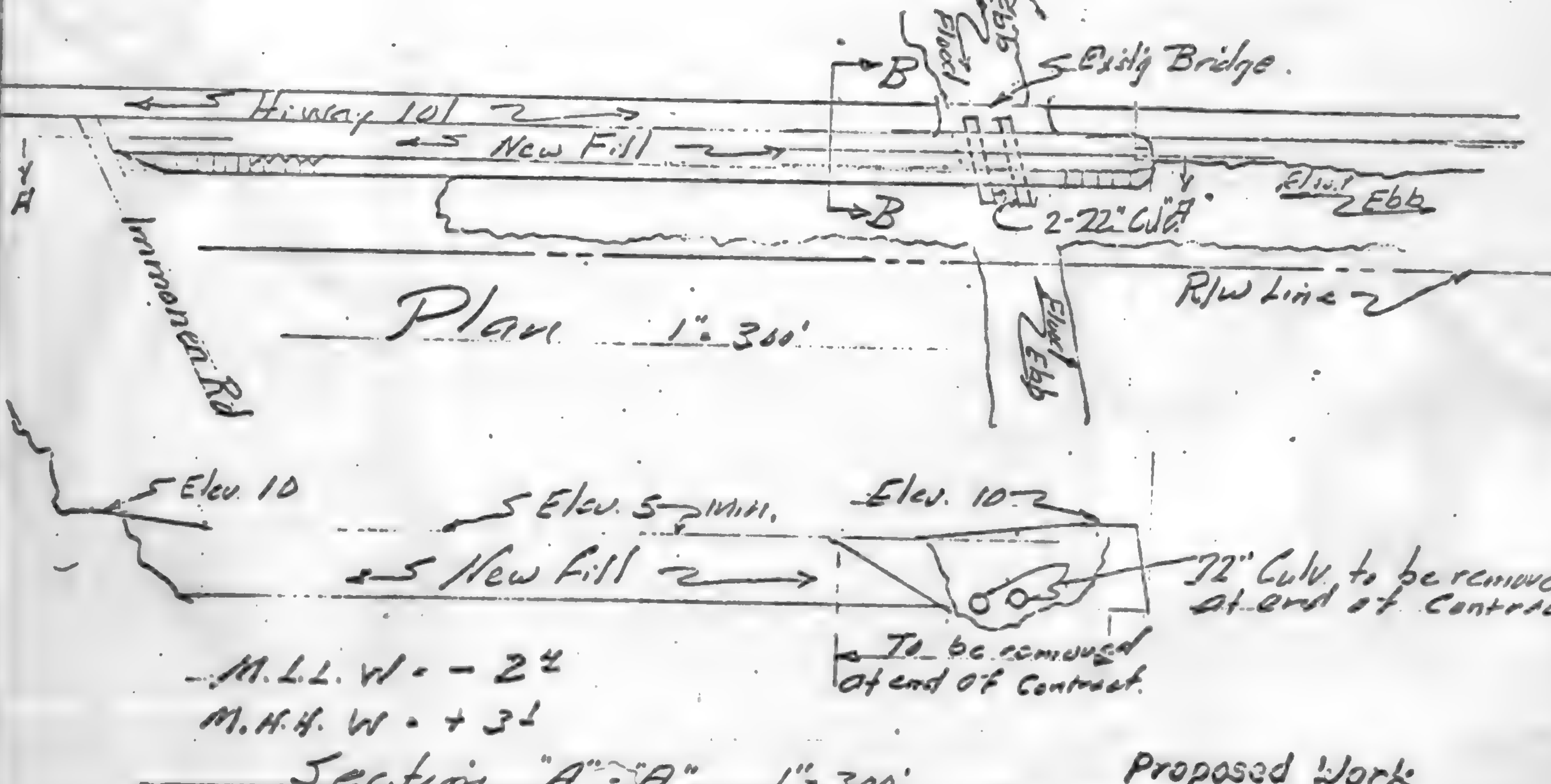
NOTED
C. W. ELROY
OCT 13 REC'D


Haul Rd fill to be rock embankment To meet O.S.H.D. Specs
Exitg Rd bd. Elev. 10
Haul Rd Elev. 5 Min.
Extg fill
New Fill

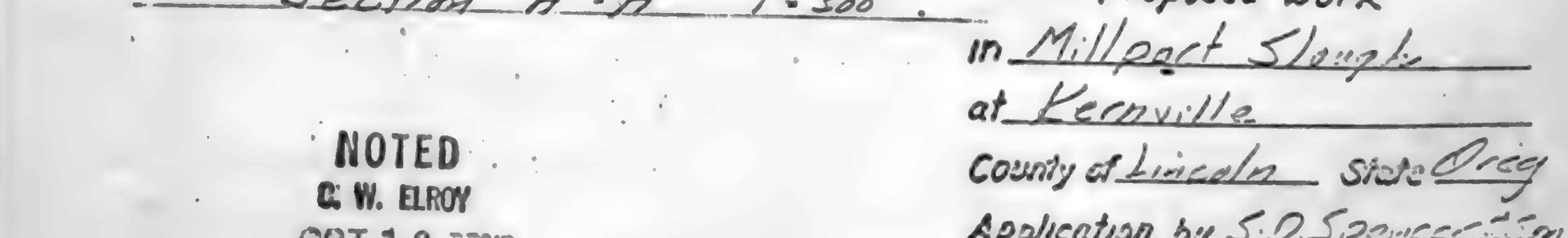
Section "B"-"B" 1" = 30'


To Lincoln City
existing Hiway 101
O.S.H.D Contract No. 7577
Siletz Bay
Kernville
Siletz River
Exist Br.
2400'
1500' New Fill
Millport Slough
U.S. hiway 101 To Newport
Immonen Rd
N

VICINITY MAP SCALE None


B
B
Flood
Ebb
Extg Bridge
Hiway 101
New Fill
A
2-72" Culv.
Elev. Ebb
R/W Line
Flood
Ebb
Immonen Rd

Plan 1" = 300'


Elev. 10
Elev. 5 Min.
Elev. 10
New Fill
72" Culv. to be removed at end of Contract
To be removed at end of Contract

M.L.L.W. = - 2'
M.H.H.W. = + 3'

Section "A"-"A" 1" = 300'

Proposed Work
in Millport Slough
at Kernville
County of Lincoln State Oreg
Application by S.D. Spencer & Son
Date

NOTED
C. W. ELROY
OCT 18 RECD

RECEIVED
OCT 18 1971
FOR

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

F-RF-110(9)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO 1577 : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 8, 1971

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson
10-15

To Construction
10-15-71

SUBJECT: F-RF-110(9), Oregon Coast Highway
Siletz River (Kernville) Bridge Section
State Force Order No. 2
Total estimated amount of the Order $10,600
Federal participation $6,360

Reference is made to your letter dated September 17 concerning subject order.

The use of State forces is approved as being in the public interest under provisions of PPM 21-6.2 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned.

Enclosure
State Force Order No. 2

NOTED
A. E. JOHNSON

RECEIVED
OCT 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—[illegible]

STATE COPY

G-1F

APPROVED EFFECTIVE DATE 9-9-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 10-8-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Siletz River (Kernville) Bridge
Date August 31, 1971
Highway Oregon Coast
Contract No. 7577
F. A. Project No. F-RF-110(9)
County Lincoln
Prefix 21-1085
Account No. ~~210-02~~ 235

Description of Work To Be Done: Install monitoring equipment and monitor the rate of settlement on the approach fills to the Kernville Bridge.

To Constr 10-15-71

1. Control Unit-Model C-6000-1 year rental	$2,500
2. 4 Settlement Detectors @ $125 each	500
3. Tubing with mercury @ $.75/ft.	500
4. Dog House 2 @ $150	300
5. Excavating	400
6. 4 Piezometer @ $125	500
7. Tubing @ $.43/ft.	260
8. 4 Quickconnects @ $13.50 each	54
9. 4 Quickconnects @ $25.50 Each	102
Total Equipment	$5,116
20% Contingencies	1,023
	$6,140
10. Labor for installation and instrumentation	4,460
Total Amount	$10,600

Location by Station Numbers:
sta. 132+75 to sta. 141+35
sta. 150+55 to sta. 164+25

Estimate of Quantities and Costs:

NOTED
A. E. JOHNSON

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SEP 7 1971
BRIDGE DIVISION

Explanation: Geology equipment and labor to monitor settlement of fills.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $4,999,697.06
Present estimate of project cost, including $10,600.00 for work under this order $4,999,697.06
Expected under-run / over-run (amount) $
Expected under-run / over-run (per cent)

Space to right of this line is for use of Salem Office

Submitted by: Charles W. Eddy, Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: ~~Deputy State Highway Engineer,~~ Assistant State Highway Engineer or ~~Office Engineer~~

~~This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.~~

RECEIVED
OCT 1 1971

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

E-RF-110(9)

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7577

DATE: October 8, 1971

In reply refer to: 08-35-DA/961

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-RF-110(9)
Siletz River (Kernville) Bridge
FHWA Order Interim 7-2(2)

NOTED
A. E. JOHNSON

Mr. Johnson's September 28 letter submitted for approval training programs proposed by the contractor for the following crafts: Carpenters, Laborers, Piledrivers and Teamsters. The Carpenter and Piledriver Training Programs are existing apprenticeship programs which are approved by the U. S. Department of Labor. The Laborers Training Program was previously approved for Oregon Project I-80N-7(33)289. The Teamsters Training Program was previously approved for Oregon Project I-80N-7(34)401.

The Laborers and Teamsters Training Programs are approved.

NOTED
TOM EDWARDS

cy Construction
10-15

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OCT 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

COPY

OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 11 1971
FOR FILIN

F-RF-11069
7577

1859
TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

October 1, 1971

NOTED
R. L. PORTER

Mr. Joseph L. Atkins
12 Preakness Court
Lake Oswego, Oregon 97034

Dear Mr. Atkins:

Thank you for your letter concerning dredging and filling operations on the Oregon Coast Highway.

Recently the Highway Division contracted for the construction of a new bridge and section of highway across the Siletz River. The construction of the fills on each side of the river required that existing material be excavated prior to placing the fills to eliminate undesirable settlement. The contractor elected to remove this material by dredging and disposing of it on adjacent private property to the east of the existing highway. The area on which this material is being placed is generally above the high-water elevation and has been used as pasture land.

Prior to allowing the contractor to conduct this operation, the Highway Division required that he obtain a permit from the Division of State Lands. In processing the contractor's application, the Division of State Lands conferred with the Fish and Game Commissions and the Department of Environmental Quality. The proposed operation by the contractor was determined to be not objectionable nor affecting a coastal estuary, and the permit was issued.

Since we all share your concern for the preservation of estuaries, this practice of clearing such permits will be observed not only by the Highway Division but by other State agencies as well.

Sincerely,

Governor

TM:mj
bcc: Highway

COPY

RECEIVED
OCT 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

9/19/71

Hwy

Atkins to Highway 9/21/71

Dear Governor:

For the past year or so we have heard many comments from Salem regarding the need to preserve the coastal estuaries. For the past six weeks I have watched the highway department ruining a fair size area of the Siletz river estuary, and incidentally they appear to be developing about twenty acres of estuary into a building area for someone - via their disposal from their dredge.

If something isn't done soon there won't be much left of the coast for the average citizen.

Sincerely,

J. L. Atkins

Edwards
Pratt

Mr. Joseph L. Atkins
12 Preakness Court
Lake Oswego, Oregon 97034

SEP 2 1 1971

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SEP 2 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

AEJ
/21

RECEIVED
SEP 29 1971
FOR FILING

F-RF-110(9)
7577

September 28, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Siletz River (Kernville) Bridge
Oregon Coast Highway
Contract No. 7577
FAP No. F-RF-110(9)

The subject contract was awarded on June 3, 1971, to Willamette-Western Corporation of Portland, Oregon. The contract included the EEO Special Provisions for on-the-job training under FHWA Order Interim 7-2(2).

The contractor is to provide five trainees during the life of the contract. At the preconstruction conference June 23, 1971, the contractor advised that the trainees would be furnished in the Piledriver, Carpenter, Laborer, and Teamster crafts. The Oregon State Highway Division accepted the contractor's proposal at that time.

The Laborer trainees are to be provided under a similar program as was submitted to you on March 22, 1971, concerning F.A. Project I-80N-7(33)209, the Powder River-Baldock Slough Section. The training proposal is detailed on the attached letter.

The Teamster trainee will be provided under a new training program. The contractor's proposal, which is attached, outlines the training schedule which will be used. This is similar to the program approved by you on August 2, 1971, concerning Project No. F-171(14), the Columbia County Line-Burlington Section.

The Oregon State Highway Division believes that the contractor's proposal meets the required standards and goals of FHWA Order Interim 7-2(2). We request your concurrence in the contractor's proposed training programs.

Very truly yours,

R. L. Porter
State Highway Engineer

By

ma

A. E. Johnson
Assistant State Highway Engineer

Att.

cc R. L. Porter
Tom Edwards
F. D. Morgan

DES:fw ms

RECEIVED
SEP 30 1971
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

September 27, 1971

F-RF-110(9)
7577

Willamette-Western Corporation
Foot of North Portsmouth Avenue
Portland, Oregon 97203

ATTENTION: Mr. James A. Burton

RE: Siletz River (Kernville) Bridge
Oregon Coast Highway
Contract No. 7577
FAP No. F-RF-110(9)

Gentlemen:

This letter constitutes formal approval of your selection of crafts in which trainees are to be provided on the subject contract. At the pre-construction conference in Salem on June 23, 1971, you indicated that the trainees would be furnished in the piledriving, carpenter, laborer and teamster crafts.

We will notify you when we receive final approval from the Federal Highway Administration of your proposed training program for the laborers and teamsters. This does not preclude your proceeding with work under the contract.

Very truly yours,

F. D. Morgan
Construction Engineer

By D E Swan
D. E. Swan
E.E.O. Engineer

DES:fw
cc: R. E. Simpson
A. E. Johnson
J. B. Boyd
C. W. Elroy

RECEIVED
SEP 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
SEP 28 1971
FOR FILING

F-RF-110 (9)

1577

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 20, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon F-RF-110(9)
Siletz River (Kernville) Bridge
Oregon Coast Highway
Utilities Inspection-in-Depth

Johnson cy Edw 9-23-71

Attached is a copy of the third in a series of inspections-in-depth as a part of a statewide review of utilities relocation procedures. It is expected that the review will include two more project inspections after which a summary report will be prepared.

cc:

L R Backlund, Administrative Manager, FHWA

NOTED
A. E. JOHNSON

cy to Morgan 9-27-71

RECEIVED
SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33D
(REV. 3-

cc: USHD (Johnson) File 439 Financial Manager Region (3)
Wash DC thru Region
Div Auditor-in-Charge

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATEWIDE INSPECTION-IN-DEPTH REPORT
(PPM 20-6.1)

(Check appropriate box) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION 8	DIVISION Oregon	COUNTY Lincoln	PROJECT NUMBER F-RF-110(9)
DATE OF INSPECTION 9/14/71	PHASE(S) INSPECTED 9 - Utilities Relocation		REPORT OR CONTROL NUMBER 35-EID-9(6)

INSPECTION MADE BY
C. T. Christiansson, Area Engineer
C. R. Burghardt, Asst Engineer Coord.
C. H. Snow, Regional Utilities Engineer

IN COMPANY WITH
Jack Cartwright, Utilities Office Engr.
Fred Sugnet, Regional Utilities Engr.
John R. Schultz, Area Engineer
Charles Elroy, Resident Engineer
H. H. Patterson, Asst. Resident Engr.

REPORT PREPARED BY
C. T. Christiansson, Area Engineer

CONTRACT AMOUNT
$ 4,641,816.38

CONTRACTOR *(Name and address)*
Willamette-Western Corporation
Portland, Oregon

TIME ELAPSED
10 %

WORK COMPLETED
3 %

PROGRESS OF WORK
Satisfactory

QUALITY OF WORK
Satisfactory

LOCATION
Oregon Coast Highway at Kernville

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTIONS TAKEN

SILETZ RIVER (KERNVILLE) BRIDGE SECTION
OREGON COAST HIGHWAY
Grading, Paving, Structure and Signing

1. SCOPE OF INSPECTION

This is the third in a series of Inspections-in-Depth to evaluate the State's procedures regarding utility adjustments. This inspection included a review of procedures, records and a brief inspection of field operations. Emphasis was placed on procedural problems that would cause delay to the roadway construction contract.

There are eight utilities involved on this project to varying degrees of conflict. The utility companies are:

Pacific Northwest Bell Telephone
Pacific Power and Light Company
Northwest Natural Gas Company
United Telephone Company
Kernville-Gleneden Beach-Lincoln Beach Water District
Depot Bay Telephone Company
Lincoln TV Company
Bob's Radio and TV

The Depot Bay Telephone Company rents its facilities from Pacific Northwest Bell and its relocation will be coincidental with their work. The Lincoln TV cable is contacted on PP & L poles and will be moved coincidentally with their relocation. Bob's Radio and TV cables do not require relocation but are subject to protection during construction. Conflicts with the Water

(more)

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

District and the Gas Company are minor and are located on the outer extremities of the project.

All utility work is non-reimbursable with the exception of Pacific Northwest Bell Telephone. Their facility has been relocated.

Early observations indicated a possible construction delay due to relocation scheduling of two poles. Due to the type of project and the construction scheduling it became obvious that no advance lead time was necessary to avoid a conflict between utility adjustments and construction operations.

2. SUMMARY OF FINDINGS, RECOMMENDATIONS AND ACTIONS TAKEN

Inspection and documentation procedures were reviewed and considered to be adequate for the scope and importance of utility work on this project. Discussion of this point did, however, point toward a need for more specific instructions or guidelines for those charged with the field inspection and documentation responsibilities. Recommendations have been mentioned in previous reports along this line.

No significant deficiencies were found and recommendations for improvement are not warrented on this project.

RECEIVED
SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 20 1971
FHWA Files

F-RF-110(9)
7577

September 17, 1971

Contract 7577
Prefix 21-1085
FAP F-RF-110(9)

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 2, covering installation of monitoring equipment to measure approach fill settlement on the Siletz River (Kernville) Bridge Section of the Oregon Coast Highway in Lincoln County.

The contractor is neither properly equipped nor staffed to perform the work contemplated under this order. The State has the necessary equipment and personnel to perform the work more economically and expeditiously than by contract.

The estimated total cost of the work to be done under this order is $10,600 with Federal participation of $6,360. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on September 9, 1971.

Your approval as of September 9, 1971, is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By
John A. Bond
Construction Administration Engineer

JK:dl

9-14-71

RECEIVED
OCT 1 - 1971
FOR FILING

OSHD - Johnson

F-RF-110(9)
7577

FORM PR-33D
(REV. 3-6?)

cc: OSHD (Johnson) File 439 Financial Manager Region (3)
Wash DC thru Region
Div Auditor-in-Charge

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATEWIDE INSPECTION-IN-DEPTH REPORT
(PPM 20-6.1)

kd

(Check appropriate box) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION 8	DIVISION Oregon	COUNTY Lincoln	PROJECT NUMBER F-RF-110(9)
DATE OF INSPECTION 9/14/71	PHASE(S) INSPECTED 9 - Utilities Relocation		REPORT OR CONTROL NUMBER 35-EID-9(6)

INSPECTION MADE BY
C. T. Christianson, Area Engineer
C. R. Burghardt, Asst Engineer Coord.
C. H. Snow, Regional Utilities Engineer

IN COMPANY WITH
Jack Cartwright, Utilities Office Engr.
Fred Sugnet, Regional Utilities Engr.
John R. Schultz, Area Engineer
Charles Elroy, Resident Engineer
H. H. Patterson, Asst. Resident Engr.

REPORT PREPARED BY C. T. Christianson, Area Engineer		CONTRACT AMOUNT $ 4,641,816.38
CONTRACTOR (Name and address) Willamette-Western Corporation Portland, Oregon	TIME ELAPSED 10 %	PROGRESS OF WORK Satisfactory
	WORK COMPLETED 3 %	QUALITY OF WORK Satisfactory

LOCATION
Oregon Coast Highway at Kernville

To Morgan 9-27-71

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTIONS TAKEN

REGIONAL [illegible]

SILETZ RIVER (KERNVILLE) BRIDGE SECTION
OREGON COAST HIGHWAY
Grading, Paving, Structure and Signing

1. SCOPE OF INSPECTION

This is the third in a series of Inspections-in-Depth to evaluate the State's procedures regarding utility adjustments. This inspection included a review of procedures, records and a brief inspection of field operations. Emphasis was placed on procedural problems that would cause delay to the roadway construction contract.

NOTED
TOM EDWARDS

There are eight utilities involved on this project to varying degrees of conflict. The utility companies are:
Pacific Northwest Bell Telephone
Pacific Power and Light Company
Northwest Natural Gas Company
United Telephone Company
Kernville-Glenden Beach-Lincoln Beach Water District
Depot Bay Telephone Company
Lincoln TV Company
Bob's Radio and TV

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(more)

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Early observations indicated a possible construction delay due to relocation scheduling of two poles. Due to the type of project and the construction scheduling it became obvious that no advnace lead time was necessary to avoid a conflict between utility adjustments and construction operations.

2. SUMMARY OF FINDINGS, RECOMMENDATIONS AND ACTIONS TAKEN
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No significant deficiencies were found and recommendations for improvement are not warrented on this project.

RECEIVED
SEP 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 10 1971
FILING

E-RE-110 (9)
7577

files
21-1085

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Lincoln City, Oregon
August 9, 1971

SUBJECT: Siletz River (Kernville) Bridge
Oregon Coast Highway
Contract No. 7577

To: Mr. J.B. Doyd
Regional Engineer

Attached please find a copy of Willamette-Western's letter dated August 6, 1971, in which they request that all future correspondence relating to the above mentioned project be sent to their field office in Lincoln City, Ore..

Charles W. Elroy
Charles W. Elroy
Resident Bridge Engineer

cc: Commission Secretary
Bridge Section
Construction Section
Materials Section
Willamette-Western Corp.

8-10-71
noted on contract card
Sent copy to Acctg
fran

NOTED
FLOYD QUERY

RECEIVED
AUG 10 1971
OREGON
STATE HIGHWAY COMMISSION

Helping Build the West

W

WILLAMETTE-WESTERN CORPORATION

Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503-285-9111 • Cable Address: WILDWEST

Serial Letter #13

August 6, 1971

Oregon State Highway Department
Division of Highways
249½ S.W. Highway 101
Lincoln City, Oregon

Attention: Mr. Charles Elroy

RE: Siletz River Bridge
Contract #7577

Dear Sir,

Our job correspondence has been sent to both our field office and main office in Portland. To avoid any confusion and delays, we request that all correspondence be sent to our field office at Lincoln City.

Yours very truly,

WILLAMETTE-WESTERN CORPORATION
P.O. Box 2045
Lincoln City, Oregon

Tom Ryan

Tom Ryan
Project Manager

RECEIVED
AUG 10 1971
OREGON
STATE HIGHWAY COMMISSION

WILLAMETTE TUG & BARGE CO.
WILLAMETTE HI-GRADE CONCRETE CO.
WESTERN-PACIFIC DREDGING CORP.
WESTERN-PACIFIC PILEDRIVING CO.

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams
Submarine Pipelines • Land Reclamation • Marine Construction • [illegible] • Intakes and Outfalls • Land and Water Substructures
Readymix Concrete • Sand and Gravel • Crushed Rock • Fill Material • Truck Rail

SP*52475-734

c

RECEIVED
JUL 30 1971
FOR FILING

F-RF-110 (9)

1577

NOTED
A. E. JOHNSON

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1971

To: MEMO TO THE FILE

SUBJECT: Disposal Area
Siletz River (Kernville Bridge)
Oregon Coast Highway

Mr. A. E. Johnson requested that I check with Willamette Western and verify that the disposal area submitted in my earlier letter is the only one to be used in the disposal of spoils. I discussed this with Mr. Earl Ellis of the Dredging Department of Willamette Western and he verified that this was the only spoil area to be utilized. Mr. Ellis said that he is working with Mr. Roland Montagne, Aquatic Manager for the State Land Board and would bring all the data to Mr. Montagne either Friday, July 16 or Monday morning, July 26.

A question developed in that they are attempting to get the Corp's permission for the dredging and it was his belief that we, being the owner, should have obtained the necessary permits for working on the bank at the bridge site. Checking with Bob Ellison, it was determined that the Design Section had contacted the Corps of Engineers and they indicated none was required. Mr. Ellis said that his discussions with the Corps indicated they had erred and in the future a similar project would require both the Corps and Coast Guard permits.

I phoned Mr. Montagne at extension 3805 and assured him that Willamette Western was proposing only the one disposal area.

JBBoyd
J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: A. E. Johnson ✓
Ivan Merchant
Frank Hall
Chuck Elroy
H. H. Patterson

RECEIVED
JUL 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 21 1971
FOR FILING

F-RF-110(9)

7577

July 20, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, Oregon 97308

Contract 7577
Prefix 21-1085
FAP F-RF-110(9)

Dear Sir:

The work under Contract No. 7577, Siletz River (Kernville) Bridge Section of the Oregon Coast Highway in Lincoln County, was started on July 12, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

fr F. D. Morgan
Construction Engineer

VG:fr

F-RF-110(91)

files ✓

L B FOSTER CO. GENERAL HEADQUARTERS: PITTSBURGH, PA. • OFFICES IN PRINCIPAL CITIES

SAN FRANCISCO REGIONAL HEADQUARTERS:
ONE [redacted] CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000
SEATTLE, WASHINGTON • PORTLAND, OREGON • VANCOUVER, B.C. • ANCHORAGE, ALASKA • HONOLULU, HAWAII

DATE: JULY 7, 1971

TO: OREGON STATE HWY. DEPT.

SALEM, OREGON

RECEIVED
JUL 9 1971
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as:
SILETZ RIVER (KERNVILLE) BRIDGE - APPROX. 1½ MILES [redacted]
SO. OF LINCOLN CITY, OREGON

in the county of ______, State of Oregon, and on the order of (contractor) WILLAMETTE WESTERN CORP. . Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the APPROX. 20 day of AUGUST 1971, and a lien may be claimed for all such materialsor supplies delivered on and after that date. The payment by owner or lender to the contractor does not remive the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the state of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice, that you do not understand, or if we can be of any other assistance to you.

Very truly yours,

L. B. FOSTER COMPANY

Aileen M. Roberts

~~XXXXXXXXXXXXX~~ AILEEN M. ROBERTS
~~XXXXXXXXXXXXXXXXX~~ OFFICE MANAGER

JEB:ar
~~XXXXXXXXX~~ CERTIFIED MAIL NO. 389897

JOB: SILETZ RIVER KERNVILLE BRIDGE
CONTRACT #7577
(address)

L. B. FOSTER CO. GENERAL HEADQUARTERS: PITTSBURGH, PA. • OFFICES IN PRINCIPAL CITIES
SAN FRANCISCO REGIONAL HEADQUARTERS:
ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000
SEATTLE, WASHINGTON • PORTLAND, OREGON • VANCOUVER, B.C. • ANCHORAGE, ALASKA • HONOLULU, HAWAII

PUBLIC JOB

Through the normal course of business, we would certainly not exercise a lien on your project — a project which is important to ourselves and to our customers. It is our understanding, however, that present laws dictate that we send this preliminary notice.

In order to preserve Lien and Stop Notice rights, a material dealer or sub-contractor has to send a preliminary notice, not later than 10 days after first delivery or commencement of work on each job, to the Prime Contractor.

We appreciate your cooperation in this matter, and hope that you will call if there are any questions.

L. B. FOSTER COMPANY

"FASTER FROM FOSTER"
PIPE — Tested & Structural • RENTAL Steel-Sheet PILING • PIPE PILE • H-BEARING PILING • RAILS • TRACK ACCESSORIES
PRINTED IN U.S.A.

Yellow

RECEIVED
JUN [illegible]
FOR FILING

F-RF-110(7)
7577

June 29, 1971

Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, Oregon 97023

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7377 for work
on the Siletz River (Kernville)
Bridge Section of the Oregon
Coast Highway in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1900 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
I. D. Merchant
R. D. Asburry
Charles Elroy

RECEIVED
JUL 2 1971
FORM E-30
FOR FILING

F-RF-110(9)

7577

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1971

SUBJECT: Corps of Engineers
Notice NPP70-76(S)
Siletz River At Kernville

To: Victor Wolfe
ADMINISTRATION

2441

Gerald Wimer advises that he and H. H. Patterson and 30 or 40 others attended the Corps of Engineers June 22 Hearing on Siletz Keys application to dredge on the south bank Siletz River in the Kernville area.

This particular dredging was authorized in 1964 but was not completed before the permit expired in 1969. This supplemental hearing was to allow all parties involved to restate their position. Twenty did so, either in person or by letter. The hearing record is open until July 6.

Those speaking were about equally divided in number. Those in favor were brief. The ecology minded spoke at greater length. One of their main points was that the dredging would aid in the circulation to the southwest portion of the bay flushing through Siletz Inlet. The ecologists say the same can be accomplished by removing, culverting, or bridging Keys Way where it crosses Siletz Inlet. They also asked about our proposed Kernville Bridge fill which will cross Siletz Inlet without further opening.

Because of this request to the Corps of Engineers, I am requesting Dick Lenz, by a copy of this letter and the official notice, to restudy whether we should construct across Siletz Inlet without a culvert.

JBBoyd
J. B. Boyd
REGIONAL ENGINEER

NOTED
TOM EDWARDS

GWW/JBB/hkm

cc Dick Lenz
H. H. Patterson
Chuck Elroy

RECEIVED
JUN 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

6-28
7-6

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

DESIGN SECTION

Return To

26 May 1971

NPPND-MI-P
1522-15(Siletz R.-Dredging)-3.

NOTICE OF PUBLIC HEARING
PUBLIC NOTICE NPP 70-76(S)
SILETZ RIVER NEAR KERNVILLE, OREGON - - DREDGING

Pursuant to Public Notice NPP 70-76 issued by the Portland District, U. S. Army Corps of Engineers, on 28 July 1970, the application of Siletz Keys, Inc., to dredge a connecting channel between the Siletz River and Siletz Inlet will be considered at a Public Hearing to be held at:

1:00 p.m. on 22 June 1971

Masonic Hall . . . . .200 S. E. Highway 101, Lincoln City, Oregon

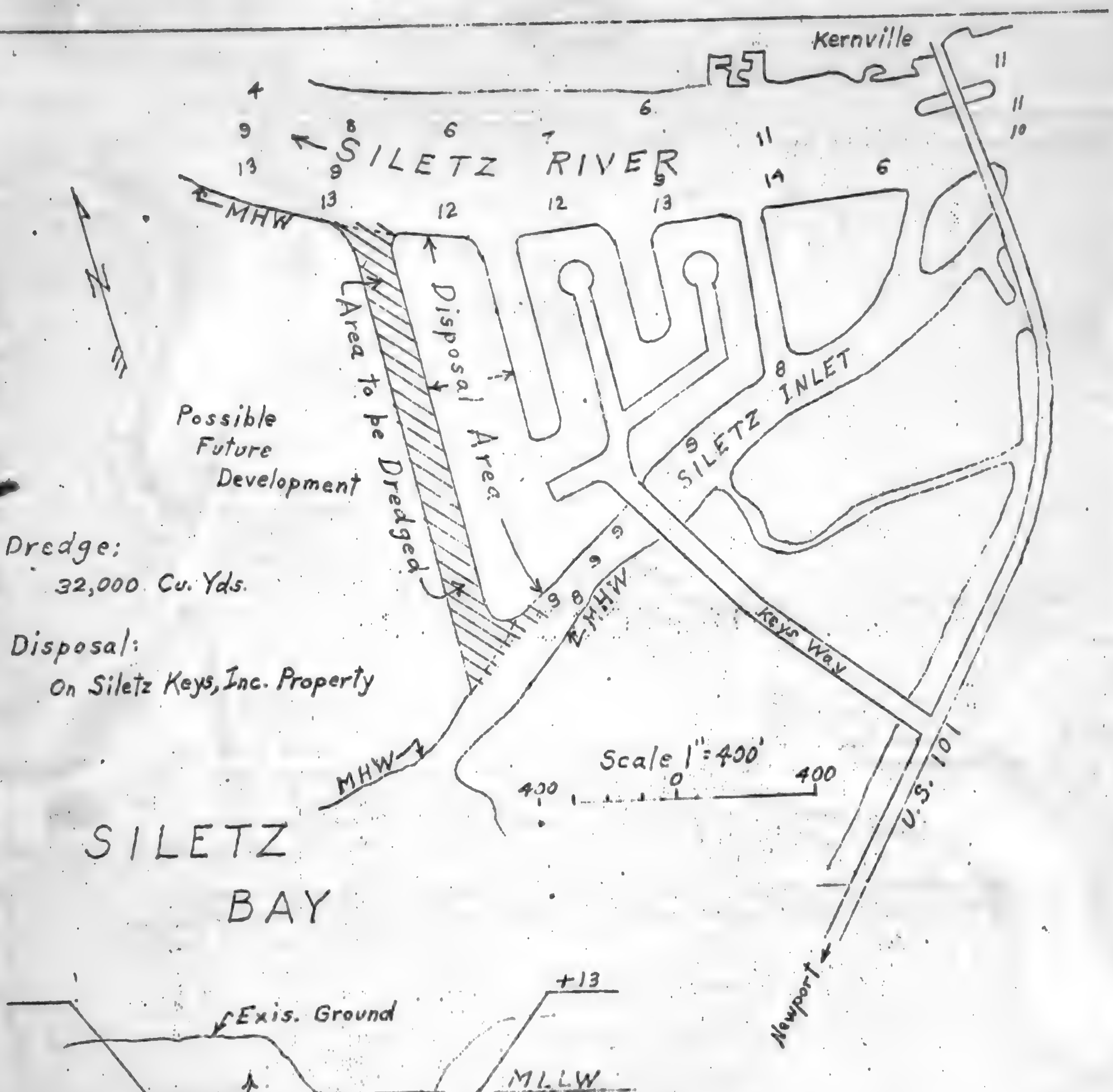
(Taft Area of Lincoln City, Oregon)

All interested parties are invited to be present or to be represented at the above time and place, including but not limited to representatives of Federal,State, County, and Municipal Agencies; also, commercial, industrial, civic, highway, water transportation, fish and wildlife interests, and property owners concerned. All present will be given an opportunity to express their views. Parties making presentations are urged to state the reasons for their position in objecting to or favoring this proposal.

For accuracy of the record, all important facts and arguments should be submitted in writing, in duplicate. Those with written statements will be given preference to be heard first. Written statements may be handed to Corps of Engineers officials at the Hearing, or mailed in advance to P. O. Box 2946, Portland, Oregon 97208. Oral statements will be heard as time permits. All previously received correspondence is made part of the record and will be considered in making the determination as to whether a permit will be issued or not.

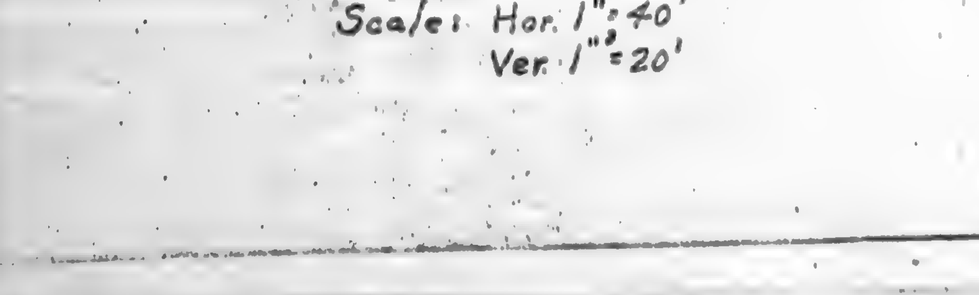
Charles B. Brinkley
CHARLES B. BRINKLEY, JR.
Lieutenant Colonel, CE
Acting District Engineer

RECEIVED
JUN 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER


Kernville
SILETZ RIVER
MHW
Disposal Area
Area to be Dredged
SILETZ INLET
Keys Way
U.S. 101
Newport
N
SILETZ BAY
Possible Future Development
Scale 1" = 400'
400 0 400
4 9 13 8 9 13 6 12 7 12 6 9 13 11 14 6 11 11 10 8 9 9 9 8

Dredge:
32,000 Cu. Yds.

Disposal:
On Siletz Keys, Inc. Property


+13
Exis. Ground
MLLW
Exc.
-8
60'

Typical Section
Scale: Hor. 1" = 40'
Ver. 1" = 20'

Proposed Dredging
in: Siletz River and Inlet
at: Kernville
County of: Lincoln State: Orego
Application by: Siletz Keys, Inc.
P.O. Box 991 Astoria, Oregon 7-16-7

RECEIVED
JUN 24 1971
FOR FILING

Files

"Helping Build the West"

W

WILLAMETTE-WESTERN CORPORATION
Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503 · 285-9111 · Cable Address: WILDWEST

F-RF-110(9)
7577

June 21, 1971

Mr. Floyd Query
Secretary
Oregon State Highway Commission
Oregon State Highway Division
Highway Building
Salem, Oregon 97210

RE: Siletz River (Kernville) Bridge Section
Oregon Coast Highway in Lincoln County
Contract No. 7577

Dear Sir:

Attached please find two (2) signed copies of the above referenced contract per your request of June 15, 1971. These contracts have been signed and sealed by representatives of Willamette-Western Corporation as well as our bonding company. The certificates of insurance required by provisions of the contract will be forthcoming in the very near future.

We trust that these actions will satisfy all requirements of this contract execution and that we may look forward to receiving a signed copy by return mail.

Very truly yours,

WILLAMETTE-WESTERN CORPORATION

J. L. Baskett
Vice President
Construction Group

RECEIVED
JUN 24 1971
OREGON
STATE HIGHWAY COMMISSION

JLB:NB:nb

WILLAMETTE TUG & BARGE CO.
WILLAMETTE HI-GRADE CONCRETE CO.
WESTERN-PACIFIC DREDGING CORP.
WESTERN-PACIFIC PILEDRIVING CO.

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams
Submarine Pipelines • Land Reclamation • Marine Construction • Piledriving • Intakes and Outfalls • Land and Water Substructures
Readymix Concrete • Sand and Gravel • Crushed Rock • Fill Material • Truck-Rail-Barge Delivery

RECEIVED
JUN 15 1971

FOR FILING

E-RF-110(9)
7577

June 15, 1971

Willamette-Western Corporation
Foot of North Portsmouth Avenue
Portland, Oregon 97023

Gentlemen:

Enclosed are three copies of Contract No. 7577 for $4,434,358.50 awarded to you by the State Highway Commission on June 1, 1971, for work on the Siletz River (Kernville) Bridge Section of the Oregon Coast Highway in Lincoln County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday counts on this contract will begin June 26, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
R. D. Asburry
Charles Elroy

RECEIVED
JUN 21 1971

FOR FILING

F-RF-110(9)
7577

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1971

Revised

SUBJECT: Siletz R. (Kernville) Br. Sec.
Federal-Aid No. F-RF-110(9)

To: MEMO TO THE FILES

Bids on the subject project were received May 27, 1971. Low bidder was Willamette-Western Corp., Portland, at 4.434 million dollars, which was $312,000 lower than the second bidder.

After receipt of bids, it was found necessary to add approximately 4,000 cubic yards of structural excavation to the project to allow placing special footing backfill outside the limits of structural excavation for pier footings. Although the special backfill was included in the estimate, the structural excavation was inadvertently left out.

On May 27, Mr. L. H. Young called Mr. Baskett of Willamette-Western regarding their willingness to sign a price agreement covering the additional structural excavation at bid price.

Mr. Baskett indicated agreement and sent a confirming letter dated May 28, 1971. This letter also stated that the sheet piling for the cofferdams and the tapered pier shafts will intersect below high water elevation on all piers. This will necessitate an undesirable construction joint in the tidal area and requires the contractor to work in the wet. Calculations by the State substantiated this condition at piers 2 through 4, but showed that the intersection will be above high water elevation at piers 1 and 5.

I called Mr. Baskett on June 2, informing him that the State will agree to lengthen the seals of piers 2 through 4, a total of 5 feet each, but could not justify lengthening seals at piers 1 and 5. Mr. Baskett called back on June 3 stating that his estimators agree that seals at piers 1 and 5 do not require lengthening. He agreed that if the State lengthens the seals for piers 2 through 4, a total of 5 feet each, he will accept the bid price for the extra seal concrete, the extra structural excavation, and the extra special footing backfill required as compensation for the added work involved.

NOTED
F. B. KLABOE

I informed him that Mr. Query will send him a letter making award of the contract for this project contingent upon his signing price agreements covering the lengthening of the seals for the piers and the additional 4,000 cubic yards of structural excavation.

R. W. Ellison
Asst. Program and Planning Engineer

RECEIVED
JUN 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RWE:bb
cc: Tom Edwards
F. B. Klaboe ✓
L. H. Young
Floyd Query
I. D. Merchant
F. D. Morgan
R. N. Chase

RECEIVED
JUN [illegible] - 1971

REVIEW OF PUBLIC NOTICES FROM
STATE WATER RESOURCES BOARD

NOTICE NUMBER: PUBLIC HEARING NOTICE ON PN NPP 70-76(S)

COMMENTS:

F-RF-MO(9)
7511 (

No Objection

Other

PARKS SECTION PREVIOUSLY COMMENTED TO STATE WATER RESOURCES BOARD ON THIS PROJECT PROPOSAL BY LETTER OF AUGUST 3, 1970 SAYING:

"AS LONG AS THIS PROJECT DOES NOT AFFECT STATE-OWNED ESTUARINE LANDS OR SUBSTANTIALLY ALTER THE SCENIC QUALITIES OF SILETZ BAY, WE WOULD HAVE NO OBJECTIONS TO GRANTING A PERMIT."

REVIEWED BY:

SECTION: PARKS

DATE: 6/4/71

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

26 May 1971

Bridge
Maint.
Design
780

NPPND-MI-P
1522-15(Siletz R.-Dredging)-3.

NOTICE OF PUBLIC HEARING
PUBLIC NOTICE NPP 70-76(S)
SILETZ RIVER NEAR KERNVILLE, OREGON - - DREDGING

Pursuant to Public Notice NPP 70-76 issued by the Portland District, U. S. Army Corps of Engineers, on 28 July 1970, the application of Siletz Keys, Inc., to dredge a connecting channel between the Siletz River and Siletz Inlet will be considered at a Public Hearing to be held at:

1:00 p.m. on 22 June 1971

Masonic Hall . . . . .200 S. E. Highway 101, Lincoln City, Oregon

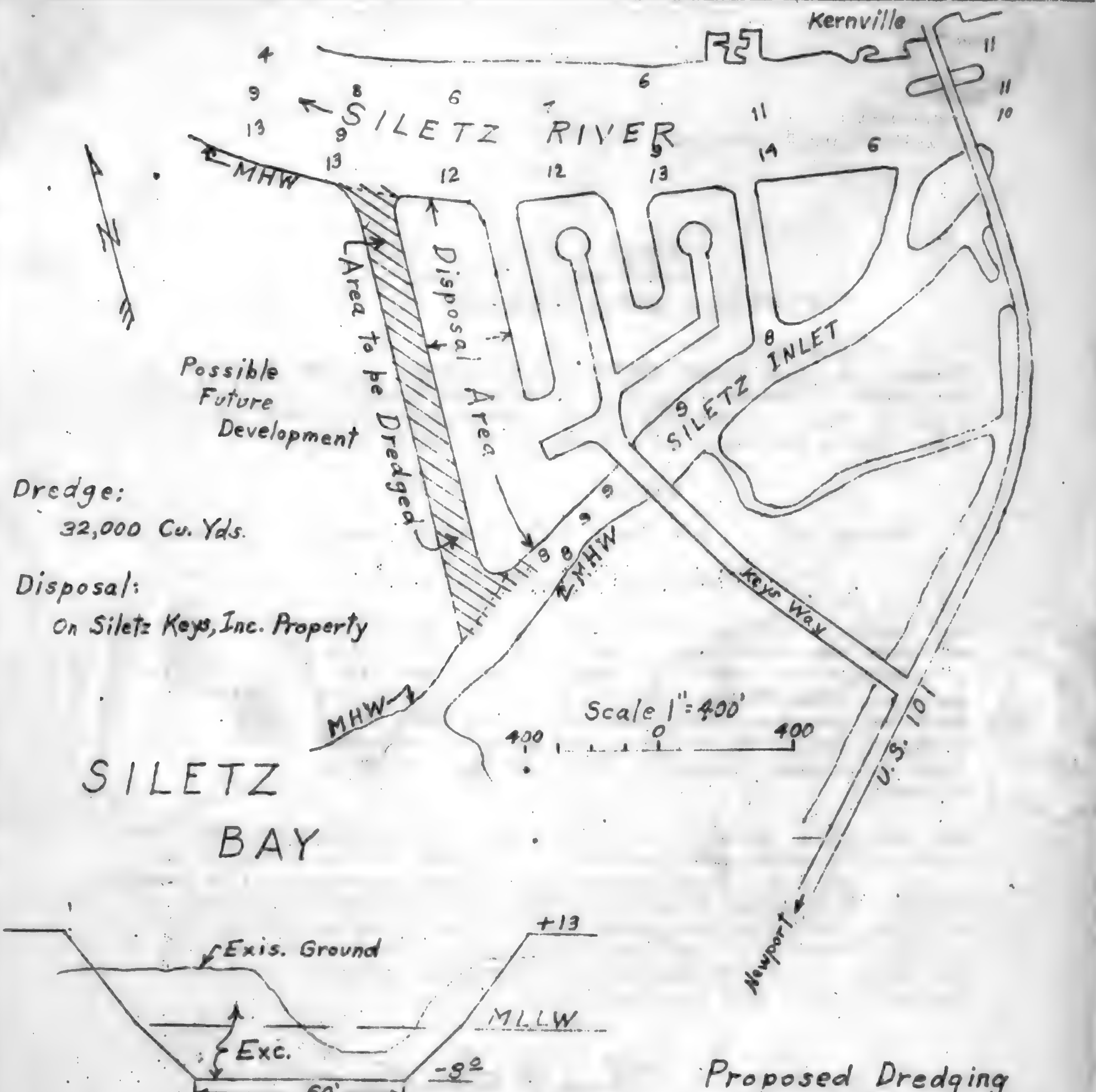
(Taft Area of Lincoln City, Oregon)

All interested parties are invited to be present or to be represented at the above time and place, including but not limited to representatives of Federal, State, County, and Municipal Agencies; also, commercial, industrial, civic, highway, water transportation, fish and wildlife interests, and property owners concerned. All present will be given an opportunity to express their views. Parties making presentations are urged to state the reasons for their position in objecting to or favoring this proposal.

For accuracy of the record, all important facts and arguments should be submitted in writing, in duplicate. Those with written statements will be given preference to be heard first. Written statements may be handed to Corps of Engineers officials at the Hearing, or mailed in advance to P. O. Box 2946, Portland, Oregon 97208. Oral statements will be heard as time permits. All previously received correspondence is made part of the record and will be considered in making the determination as to whether a permit will be issued or not.

Charles B. Brinkley
CHARLES B. BRINKLEY, JR.
Lieutenant Colonel, CE
Acting District Engineer

RECEIVED
JUN 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER


Kernville
SILETZ RIVER
MHW
Area to be Dredged
Disposal Area
Possible Future Development
SILETZ INLET
Keys Way
U.S. 101
Newport
MHW
MHW
SILETZ BAY
Scale 1" = 400'
400
0
400
4
9
13
8
9
13
6
12
7
12
6
9
13
11
14
6
11
11
10
8
9
9
9
8
8
9
+13
Exis. Ground
MLLW
Exc.
-9
60'

Dredge:
32,000 Cu. Yds.

Disposal:
On Siletz Keys, Inc. Property

Typical Section
Scale: Hor [illegible]
Ver 1 [illegible]

RECEIVED
JUN 3 1971
STATE PARKS
DEPARTMENT

Proposed Dredging
in: Siletz River and Inlet
at: Kernville
County of: Lincoln State: Oregon
Application by: Siletz Keys, Inc.
P.O. Box 991 Astoria, Oregon 7-16-71

RECEIVED
JUN 4 1971
FOR FILING

E-RF-110(9)

7577

June 4, 1971

Willamette-Western Corporation
Foot of North Portsmouth
Portland, Oregon 97203

Gentlemen:

The State Highway Commission on June 1, 1971, awarded to you State Highway Contract No. 7577, subject to approval by the Federal Highway Administration, in the amount of $4,434,358.50 for the Siletz River (Kernville) Bridge Section of the Oregon Coast Highway in Lincoln County.

This award was made contingent upon the following:

1) That you agree to sign a price agreement for approximately 4,000 cu. yds. of additional structural excavation required outside the limits of the cofferdams for the piers at your original bid price of $7 per cubic yard. This excavation is necessary to allow placing of special footing backfill outside of the cofferdam limits.

2) In order to facilitate construction of pier shafts in the dry, the cofferdams for piers 2 through 4 inclusive, will be lengthened a total of five feet each.

3) That you agree to sign a price agreement for the additional seal concrete, the additional structural excavation, and additional special footing backfill inside the cofferdams as necessitated by the cofferdam lengthening at your original bid price of $32 per cu. yd., $7 per cu. yd., and $5.60 per cu. yd., respectively.

4) That you agree that there will be no other additional cost to the State for any work caused by the lengthening of the cofferdams.

Your signature on Contract No. 7577 and on the attached copy of this letter, which must be returned to us, indicates your full agreement with the above four items.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of ".... the number of trainees to be trained in each selected classification ...." before you can commence construction. This shall be accomplished at the pre-construction conference and no work can be started until this matter is resolved.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

AGREED: ______________________
Willamette-Western Corporation

cc
L. H. Young Attn: Bob Ellison
Frank Morgan
I. D. Merchant
R. D. Asburry
Charles Elroy
Wm. Geibel - SAIF

RWE:dg:FQ:fkn

In accord with your letter of May 28, 1971, and subsequent telephone conversations, contract award is contingent upon the following:

1. That You agree to sign a price agreement for approximately 4,000 cu.yds of additional structural excavation required outside the limits of the cofferdams for the piers ~~around the piers~~ at your origional bid price of $7 per cubic yard.

This excavation is ~~required~~ necessary to allow placing of special footing backfill outside of the cofferdam limits.

2. In order to facilitate construction of pier shafts in the dry, the cofferdams for piers 2 through 4 inclusive, will be lengthened a total of five feet each.

3. That You agree to sign a price agreement for the additional seal concrete, the additional structural excavation, and additional special footing backfill inside the cofferdam as necessitated by the cofferdam lengthening at your origional bid price of $32 per cu.yd., $7 per cu.yd., and $5.60 per cu.yd., respectively.

4. That You agree that there will be no other additional cost to the State for any work caused by the lengthening of the cofferdams.

~~5.~~ Your signature on ~~this~~ contract No. 7577 and on the attached copy of this letter which must be returned to us indicates your full agreement with the above ~~four~~ items.

insert EEO ¶ →

Contract [illegible]

6-3-71
RWE:dg

RECEIVED
JUN 7 - 1971

F-RF-110(9)

7577

June 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of June 3, 1971, is requested in the award of contract for the Siletz River (Kernville) Bridge Section, Project No. F-RF-110(9).

The contractor receiving the award is Willamette-Western Corp., in the amount of $4,434,358.50, with Contract No. 7577 assigned. This bid was received on May 27, 1971 and awarded on June 3, 1971.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway
Administration endorsement.

Date ____________________
I concur in the award.

R. E. Simpson
Division Engineer

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:jb

RECEIVED
JUN 4 1971
UTILITY [illegible]

NCTED

OREGON STATE
HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

F-RF-110(9)

7577

June 3, 1971

Kernville-Gleneden Beach-
Lincoln Beach Water District
P. O. Box 96
Gleneden Beach, Oregon 97388

Re: Water Line Relocation
Siletz River (Kernville) Bridge Section
Oregon Coast Highway
Lincoln County

ATTENTION: Mr. M. B. James, Chairman
Board of Commissioners

Gentlemen:

Reference is made to the meeting held on December 15, 1970, between representatives of the State Highway Division and your consulting engineer, Mr. C. R. Meek of Cornell, Howland, Hayes and Merryfield, to discuss the relocation of your water facilities in conflict with the proposed subject project.

At the above meeting, Mr. Meek requested that the State include, as a bid item in the subject project, the installation of a twelve (12) inch water main in the proposed bridge and approaches as part of the District's relocation. Mr. Meek's request was reviewed and approved by the State and verbal authorization to proceed with preparation of appropriate plans and specifications was given on December 28, 1970.

Under the cover of Mr. Meek's transmittal of April 5, 1971, a copy of plans and specifications for the 12-inch water main were received. The plans and specifications were reviewed by the State and on April 12, 1971 a meeting was held in CH_2M offices, Corvallis, to discuss proposed changes. Plan and specification changes were agreed upon and terms for the inclusion of water main installation under the State's contract established as follows:

1. An appropriate clause will be included in the State's contract special provision allowing the District to accept or reject the bid for installation of the twelve inch water main.

2. The District, upon acceptance of the bid, will be required to repay the State the cost of the water main installation as the work is completed. The District is to remit within 10 days of receipt of periodic and final billing.

Subsequent to the April 12, 1971 meeting, the revised plans and specifications for the twelve inch water main were included as part of the State's plans and specifications for the subject project. The specifications were submitted to Mr. Meek on April 23, 1971 and accepted by his letter of April 30, 1971. Plans for the subject project, including the water main installation, were submitted to the District and Mr. Meek by our letter of May 3, 1971.

Bids for the subject project were received by the State on May 27, 1971. The successful low bidder is Willamette-Western Corporation, Foot of N. Portsmouth, Portland, Oregon 97203. Their bid for Item 33, Water Main Installation, is $30,000.00.

If the bid for water main installation in the amount of $30,000.00 and terms of repayment to the State as set forth above are acceptable to the District, please execute in the proper space as provided below and return two copies to this office. Please retain one copy for your file and information.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: CH2M
P. O. Box 428
Corvallis, Oregon 97330
Attention: Mr. C. R. Meek

KERNVILLE-GLENEDEN BEACH-
LINCOLN BEACH WATER DISTRICT

____
Chairman, Board of Commissioners

cc: A. E. Johnson
R. D. Asburry
H. H. Patterson
H. C. Johnson
F. W. Sugnet

RECEIVED
JUN 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 21 1971
FOR FILING

F-RE-110(9)

#7577

"Helping Build the West"

W

WILLAMETTE-WESTERN CORPORATION

Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503·285-9111·Cable Address: WILDWEST

May 28, 1971

Mr. R. L. Porter
Oregon State Highway Department
Highway Building
Salem, Oregon

Attention: Mr. L. H. Young

RE: Siletz River (Kernville) Bridge
Structure Excavation

seal 178 c.y. @ 32⁰⁰ = 5700
w/pier 351 c.y. @ 7⁰⁰ = 2460

Gentlemen:

In response to your request for our agreement to perform the structure excavation overruns for our unit bid price we offer the following:

We will perform the overrun structure excavation at the same unit price of $7.00 per cubic yard provided that the pay lines are extended in the up-downstream direction to include the necessary extension of our cofferdams to accomodate forms for the flared piers. As you are aware, the design widths of seals are too narrow if the sheet piling are driven against the seal face to permit the flared pier forms to pass over the cofferdam top with sheets high enough to prevent overflow at high tide. We have estimated that we must widen the cofferdams at Piers 2,3 and 4 approximately 5 feet and those at Piers 1 and 5 approximately 3 feet. The extra excavation due to this widening is approximately 351 cubic yards.

Very truly yours,

WILLAMETTE-WESTERN CORPORATION

J. L. Baskett
Vice President
Construction Group

JLB:nb

RECEIVED
JUN 1 1971
PROGRAM & PLANNING DIVISION

6/3/71
Talked w/ Baskett by phone:
he agrees not necessary to extend seal on pier 1&5 – interferance between sheet pile & pier shaft occurs above high water elev.
He agrees to sign PA for add'l 4000 cu. yd. struct exc at bid price & extra conc in seal and exc in cofferdam at bid price. Wants pay for special back fill in area of cofferdam extension.
Letter of award to be so conditioned.

6/3/71

Kalal
Query
Merchant

WILLAMETTE TUG & BARGE CO.
WILLAMETTE HI-GRADE CONCRETE CO.
WESTERN-PACIFIC DREDGING CORP.
WESTERN-PACIFIC PILEDRIVING CO.

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams
Submarine Pipelines • Land Reclamation • Marine Construction • Piledriving • Intakes and Outfalls • Land and Water Substructures
Readymix Concrete • Sand and Gravel • Crushed Rock • Fill Material • Truck-Rail-Barge Delivery

RECEIVED
JUN 7 - 1971
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 4, 1971

SUBJECT: Siletz R. (Kernville) Br. Sec.
Federal-Aid No. F-RF-110(9)

To: MEMO TO THE FILES

Bids on the subject project were received May 27, 1971. Low bidder was Willamette-Western Corp., Bend, at 4.434 million dollars, which was $312,000 lower than the second bidder.

After receipt of bids, it was found necessary to add approximately 4,000 cubic yards of structural excavation to the project to allow placing special footing backfill outside the limits of structural excavation for pier footings. Although the special backfill was included in the estimate, the structural excavation was inadvertently left out.

On May 27, Mr. L. H. Young called Mr. Baskett of Willamette-Western regarding their willingness to sign a price agreement covering the additional structural excavation at bid price.

Mr. Baskett indicated agreement and sent a confirming letter dated May 28, 1971. This letter also stated that the sheet piling for the cofferdams and the tapered pier shafts will intersect below high water elevation on all piers. This will necessitate an undesirable construction joint in the tidal area and requires the contractor to work in the wet. Calculations by the State substantiated this condition at piers 2 through 4, but showed that the intersection will be above high water elevation at piers 1 and 5.

I called Mr. Baskett on June 2, informing him that the State will agree to lengthen the seals of piers 2 through 4, a total of 5 feet each, but could not justify lengthening seals at piers 1 ~~through~~ and 5. Mr. Baskett called back on June 3 stating that his estimators agree that seals at piers 1 and 5 do not require lengthening. He agreed that if the State lengthens the seals for piers 2 through 4, a total of 5 feet each, he will accept the bid price for the extra seal concrete, the extra structural excavation, and the extra special footing backfill required as compensation for the added work involved.

I informed him that Mr. Query will send him a letter making award of the contract for this project contingent upon his signing price agreements covering the lengthening of the seals for the piers and the additional 4,000 cubic yards of structural excavation.

RECEIVED
JUN 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

R. W. Ellison
Asst. Program and Planning Engineer

NOTED
F. B. KLABOE

RWE:bb
cc: Tom Edwards
F. B. Klaboe ✓
L. H. Young
Floyd Query
I. D. Merchant
F. D. Morgan
R. N. Chase

RECEIVED
MAY 28 1971
FORM 2-30 (12-67)
FOR FILING

F-RF-110(9)

7577

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1971

SUBJECT:
~~Siletz River Bridge~~ Section
Oregon Coast Highway

To:

MEMORANDUM TO THE FILE

I called Mr. J. Baskett, Vice-President, Willamette-Western Corporation, this date and advised him that they were the apparent low bidder on the subject-named project.

I also advised him of the 4,000-cu.yd. error in quantity, Item 36 "Structural Excavation", which was bid at 6,000 cu. yds. instead of 10,000 cu. yds. Mr. Baskett volunteered to take the additional 4,000 cu. yds. at his bid price. I asked him to send us a letter to this effect and he assured me that he would. In view of this, we will recommend award of this project to Willamette-Western Corporation with the same quantities bid.

The resident engineer will have to get a price agreement with the Willamette-Western Corporation for the added quantity based on a copy of Mr. Baskett's letter.

L. H. Young
L. H. Young
Program and Planning Engineer

LHY:ia

cc: F. B. Klaboe
A. E. Johnson
F. D. Morgan
I. D. Merchant
C. G. Swenson

RECEIVED
MAY 20 1971
FOR FILING

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

E-RF-110(9)

7577

May 19, 1971

TO PROSPECTIVE BIDDERS ON THE SILETZ
RIVER (KERNVILLE) BRIDGE
GRADING, PAVING, STRUCTURE AND
SIGNING PROJECT

Revision Letter No. 1

(Bids to be received May 27, 1971)

Gentlemen:

This letter is to inform you of revisions to the special provisions for the above project.

On page 20 the paragraph headed "620.11 Materials" which appears under Section 610 should appear under "Section 620 - Riprap".

On page 52 add the following under "Section 644 - Metal Sign Structures":

644.91 Payment - Payment for breakaway sign posts and single sign supports will be paid for at the lump sum contract price for the item "Single Sign Supports", which payment shall be full compensation for furnishing and placing breakaway sign posts and single sign supports as specified.

The above changes will become a part of the contract for this project by the incorporation of this letter therein, and it will be understood that your bid has been submitted accordingly.

Very truly yours,

R. L. Porter
State Highway Engineer

By A E Johnson
A. E. Johnson
Assistant State Highway Engineer

NOTED
FLOYD QUERY

5-13-71

IV

FORM PR-1240
(Rev. 8-68)

RECEIVED
MAY 18 1971

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-RF-110(9)

STATE PROJECT NO.: SILETZ RIVER (KERNVILLE) BRIDGE SECTION

COUNTY NAME: LINCOLN

PROGRAM NO.:

ITEM NO.: RF-3 & F-498

PROGRAM STAGE (Check): ☐ 1 ☒ 2

FROM: FOR FILING
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO:
F-RF-110(9)
7577

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

5-18-71
Young
w/enc.

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MAY 5, 1971	MAY 5, 1971	FEDERAL AID PRIMARY ROUTE #2
		STATE ROUTE NUMBER
		STATE PRIMARY ROUTE #9

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $20,000.00; ON THE JOB TRAINING IN AMOUNT OF $4,000.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF $5,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

CONTRACTOR'S FLAGGING	$20,000.00
ON THE JOB TRAINING	4,000.00
TEMPORARY EROSION CONTROL	5,000.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MAY 4, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
F. B. KLABOE

RECEIVED
MAY 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
MAY 13, 1971		FA DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
MAY [illegible]
FOR FILING

F-RF-110(9)

7577

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: May 13, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project F-RF-110(9)
Siletz River (Kernville) Bridge Section
Contractor's Access to Right of Way

The information furnished in Mr. Young's April 29 letter on the above subject has been reviewed and it has been determined, as allowed in Paragraph 10f of PPM 21-6.3, to be in the public interest to proceed with this project although all the right of way will not be available to the contractor at the time of the award of the contract. One parcel File No. 44382 contains a sign, two docks and piling which the owner has until June 23, 1971, to remove.

NOTED
F. B. KLABOE

5-20-71

REFERRED TO
Young
[illegible] Sr. Hwy. Engr.

NOTED
TOM EDWARDS

RECEIVED
MAY 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 11 1971
UTILITY UNIT
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

E-RF-110(9)
7577

May 10, 1971

Pacific Northwest Bell Telephone Company
700 State Street
Salem, Oregon 97301

ATTENTION: Mr. L. L. Chandler

Re: Telephone Cable Relocation
Siletz River (Kernville) Bridge Section
Oregon Coast Highway
Lincoln County
Project No. RF-F-110(9)

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of April 22, 1971, have been approved by the State and the Federal Highway Administration. This will confirm our verbal authorization to proceed with the work as of May 5, 1971.

Your relocation work should be coordinated with Mr. H. H. Patterson, Resident Engineer, P.O. Box 37, Newport, Oregon 97365, telephone 265-7391

Reimbursement for the work performed on and subsequent to May 5, 1971, in the amount of $2,690.00, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

NOTED
A. E. JOHNSON

JMC:dl
cc: Pacific Northwest Bell Telephone Company,
Portland - Attn: Mr. Roger Sharp
A. E. Johnson
R. E. Simpson
V. L. Gallagher (2)
V. E. Skoog
R. D. Asburry w/attach (2)
H. H. Patterson
H. C. Johnson
F. W. Sugnet

RECEIVED
MAY 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Note to Mr. Asburry: Please have a State Force Order prepared and submitted for this work. Project No. RF-F-110(9). Prefix No. 21-1085. Return one copy of Est. and sketch with SFO.

RECEIVED
MAY 1[illegible] 1971
FOR FILING

E-RF-110(9)

7577

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 1

Section: Siletz River (Kernville) Bridge
Highway: Oregon Coast
County: Lincoln
Prefix: 21-1427

Res. Engr.
Overall Approx. Length 1.53± miles
Sta. 120± to Sta. 164+33±
Date 5-7-71

Mean Truck A.D.T. 525
Traffic Coefficient 9.4
18 kip s. a. per day 180.4

Annual Precipitation 68"± (Newport)
Frost Penetration - - - -
CBE Total Requirement 30.5"

(1)
Typical Soil

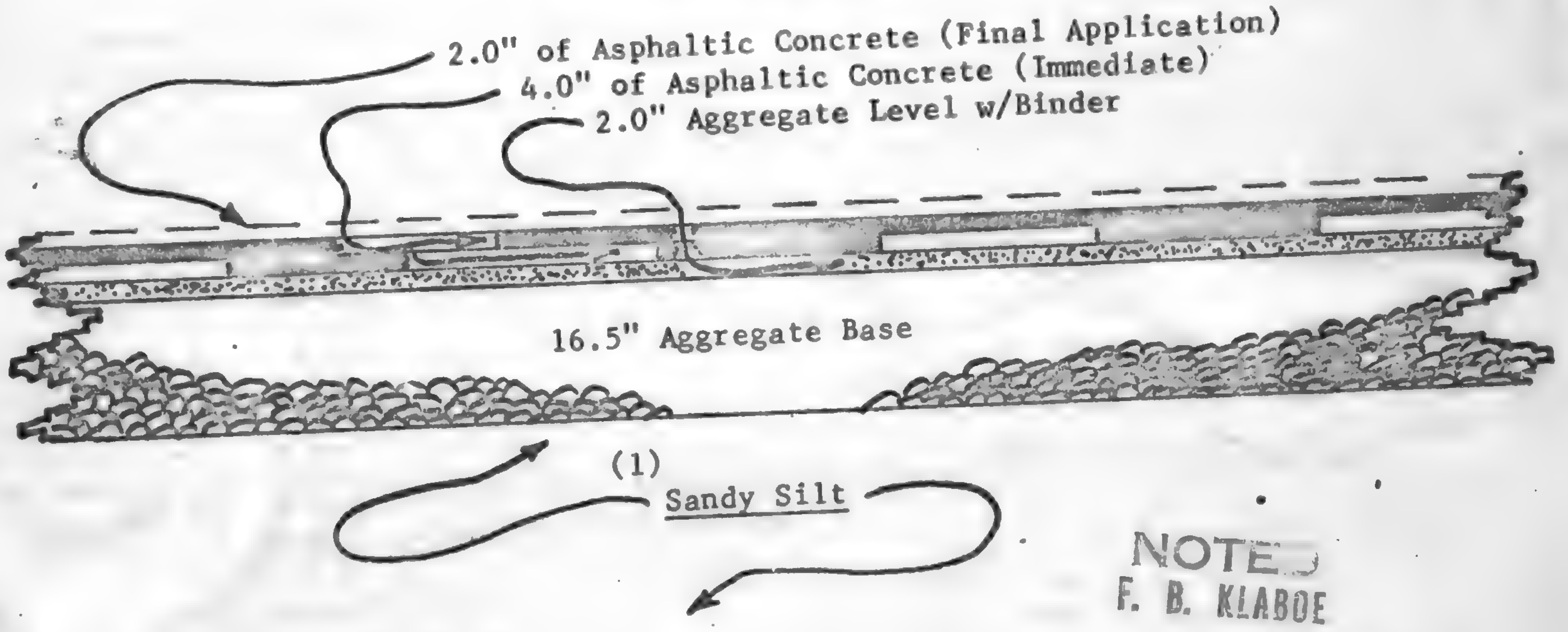
21	LL
0	PI
100	%P 10
56	%P 200
0	% Gravel
1	% C Sand
43	% F Sand
41	% Silt
15	% Clay
9	R Value
A-4	AASHO Classif.

Materials Source:

Commercial Sources are available.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
2.0	2.0	(3/4"-0) A.L.
16.5	16.5	A.B.
30.5	24.5	

STRUCTURAL SECTION


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
2.0" Aggregate Level w/Binder
16.5" Aggregate Base
(1)
Sandy Silt

NOTED
F. B. KLABOE

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Asst Program and Planning Engineer

Approved by F B Klaboe
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

SECTION: Siletz River (Kernville) Bridge

HIGHWAY: Oregon Coast

COUNTY: Lincoln

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
8.0 - 9.0	3.5"	2.0"	18.5"	27.5"	24.0"
7.0 - 8.0	3.5"	2.0"	15.0"	24.0"	20.5"
6.0 - 7.0	3.0"	2.0"	13.0"	21.0"	18.0"
4.8 - 6.0	2.0"	2.0"	12.0"	18.0"	16.0"
Cars Only	2.0"	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = ---" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Siletz River (Kernville) Bridge

HIGHWAY: Oregon Coast

COUNTY: Lincoln

5800 Present ADT (1971)

6.4 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	130	1.8	234	182	450	81,900
3	110	1.8	198	154	1000	154,000
4	10	1.8	18	14	1250	17,500
5	120	1.8	216	168	3180	534,240
6	5	1.8	9	7	2570	17,990
				525 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 805,630

TWENTY YEAR EWL 16,112,600

TRAFFIC COEFFICIENT 9.4

SECTION: Siletz River (Kernville) Bridge

HIGHWAY: Oregon Coast

COUNTY: Lincoln

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair_____ Poor_____
   Remarks:
5. Cost Comparisons: See attached sheet

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration for this project.
10. Stimulation of Competition: Traffic does not warrant the use of C.R.P.C.C.
11. Construction Consideration: Not a consideration for this project.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration
13. Traffic Safety: Not a consideration
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

The structural section has been selected from an economic standpoint.

See Page 5.

Siletz River (Kernville) Bridge

Oregon Coast Highway

Lincoln County

Unit prices were obtained from C. E. Layton, Cost Estimator, for this area and are shown below:

Class B Asphaltic Concrete	$9.15	per ton
Plant Mix Bituminous Base	8.80	per ton
Cement Treated Base	6.35	per ton
Aggregate Level	4.35	per cu. yd.
Aggregate Base	4.20	per cu. yd.

Three sections of comparable strength were considered in the following per square yard cost comparison:

4.0" A.C.	4.0" A.C.	4.0" A.C.
2.0" A.L.	10.0" C.T.B.	10.0" P.M.B.B.
16.5" A.B.		
$5.37	$5.60	$7.08

RECEIVED
[illegible] 71
UTILITY UNIT
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

F-RF-110(9)

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7577

TOM McCALL
GOVERNOR

May 5, 1971

~~Mr. R. E. Simpson~~
~~Division Engineer~~
~~Federal Highway Administration~~
~~477 Cottage Street N.E.~~
~~Salem, Oregon 97301~~

Re: Telephone Cable Relocation
Pacific Northwest Bell Telephone Company
Siletz River (Kernville) Bridge Section
Oregon Coast Highway
Lincoln County
Project No. RF-F-10(9)

Dear Sir:

Herewith you will find the following data pertaining to this project:

1. Two (2) copies of Pacific Northwest Bell Telephone Company's lump sum estimate of cost to adjust their facilities dated April 22, 1971.

2. Two (2) copies of a sketch prepared by Pacific Northwest Bell Telephone Company showing their proposed relocation. Please note easterly terminus has been changed to Pole No. 678.

3. Two (2) copies of a certification prepared by F. W. Sugnet as to Pacific Northwest Bell Telephone Company's rights in the land occupied by their facilities.

An appropriate permit for the utility's proposed relocation will be submitted for your approval under separate cover.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9B (l) of PPM 30-4, as the relocation involves a segment of facilities less than one (l) mile in length.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the lump sum agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
MAY 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:dl
Enclosures
cc: A. E. Johnson
V. L. Gallagher (2)

5-5-71

File

FORM PR-1240
(REV. [illegible])

RECEIVED
MAY 11 1971

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FILING

ERAL AID PROJECT NO. RF-F-110(9)

STATE PROJECT NO. SILETZ RIVER - (KERNVILLE) BRIDGE

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

F-RF-110(9)

PROGRAM NO.

COUNTY NAME: LINCOLN

ITEM NO. R-3 & P-498

PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO:

7577

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Johnson

orig to Morgan
cy to Young
5-10-71

RECEIVED
MAY 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. [illegible]

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE MAY 5, 1971	FEDERAL ROUTE NUMBER FEDERAL AID PRIMARY ROUTE 2 STATE ROUTE NUMBER STATE ROUTE 9

LIMITS OF AUTHORITY

OUR PROGRAM MEMORANDUM DATED APRIL 30, 1971 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR PACIFIC NORTHWEST BELL TELEPHONE COMPANY FACILITIES EFFECTIVE MAY 5, 1971. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $2,690.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) UTILITY ADJUSTMENT.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1969.

WE APPROVE THE AGREEMENT WITH THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY CONSISTING OF YOUR APRIL 1, 1971 UTILITIES AND RAILROAD ATTORNEY'S LETTER, THE APRIL 22, 1971 PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S MAY 5, 1971 LETTER.

RECEIPT OF MR. FRED W. SUGNET'S MARCH 26TH, 1971 AFFIDAVIT OF THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

NOTED
TOM EDWARDS

DATE 5-5-71	SIGNATURE OF APPROVING OFFICIAL	TITLE Act. DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
MAY 1[illegible] 1971

F-RF-110(9)

7577

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 5, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

Monthly Report of Improved
Property: Drift Creek-
Millport Slough Section
Oregon Coast Highway
Lincoln County

Dear Sir:

I am enclosing a copy of the Monthly Report of Improved Property on the Drift Creek-Millport Slough Section of the Oregon Coast Highway, Lincoln County.

This project is presently scheduled for May 22, 1971 under the name of Siletz River (Kernville) Bridge. The Federal Aid Project number for construction will be F-RF-110(9). Right of way was purchased with State funds.

A copy of the right of way roll map showing the project limits will be sent under separate cover.

This project involved 11 files on which one residential unit and four businesses were displaced. The one residential unit has been relocated into decent, safe and sanitary housing or has been offered decent, safe and sanitary housing.

Very truly yours,

ORIGINAL SIGNED
JOHN R. OAKES
John R. Oakes
Assistant Right of Way Engineer

NOTED
TOM EDWARDS

JRO:ph

Attachment

cc R. L. Porter
Tom Edwards ✓
F. B. Klaboe
L. H. Young /w/ attachment
V. E. Skoog
M. R. Mitchell /w/ attachment

RECEI
MAY 7 19
OFFICE OF
STATE HIGHWAY EN

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

F-RF-10(9)

7577

May 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Re: Letters of Conflict
Siletz River (Kernville) Bridge Section
Oregon Coast Highway
Lincoln County
Project No. RF-F-10(9)

Dear Sir:

Attached hereto, for your information, are letters of conflict to the following utilities:

Pacific Power and Light Company
Kernville-Gleneden Beach-Lincoln Beach Water District
Northwest Natural Gas Company
Pacific Northwest Bell Telephone Company
United Telephone Company of the Northwest
Depoe Bay Telephone Company
Lincoln T.V. System
Bob's Radio and T.V.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures

cc: A. E. Johnson
V. E. Skoog
R. D. Asburry
H. H. Patterson
F. W. Sugnet

NOTED
A. E. JOHNSON

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 - 1971

FILING
F-RF-110(9)
7577

May 4, 1971

Mr. R. B. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Complete PS & E documents for the Siletz River (Kernville) Br. Section, Project No. F-RF-110(9), have been submitted to your department and accordingly we are requesting your authorization to advertise for bids to be received May 27, 1971.

Compliance with paragraph 16 of PPM 21-4.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 28, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the project.

We are continuing the advertising of the Columbia County Line-Burlington Section, Project No. F-171(14) and we plan to receive the bids on May 27, 1971. The time for receiving bids for this project was postponed until then by letter of April 22, 1971.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: C. G. Swenson
Attachment
DAR:dg

RECEIVED
MAY 6 - 1971
UTILITY UNIT
FOR FILING

OREGON STATE
HIGHWAY DIVISION

F-RF-110(9)

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 Phone 378-6511

7577

TOM McCALL
GOVERNOR

May 3, 1971

Cornell, Howland, Hayes & Merryfield
P. O. Box 428
Corvallis, Oregon 97330

Re: Construction Plans
Siletz River (Kernville) Bridge Section
Oregon Coast Highway
Lincoln County

NOTED
E JOHNSON

ATTENTION: Mr. C. R. Meek

Gentlemen:

Enclosed you will find two (2) sets of construction plans for the above subject project. The present schedule calls for opening of bids on May 27, 1971.

The relocation and installation of the Kernville-Gleneden Beach-Lincoln Beach Water District's water facilities, to be included as part of the State's contract, is shown on plan sheets 2D, 2E and 2F of the enclosed plans.

The plans are being submitted for your review and approval. Please advise of your approval at the earliest possible date so we may proceed with this project without delay.

If further information or assistance is required, please contact this office.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T.W. LITCHFIELD
Railroad and Utility Engineer

JMC:dl
cc: Kernville-Gleneden Beach-
Lincoln Beach Water District w/plans

A. E. Johnson
R. D. Asburry
H. H. Patterson
H. C. Johnson
F. W. Sugnet

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

4-30-71

TRANSACTION NUMBER 5-14 AND 5-15

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 4-30-71
BY (Signature): MR. YOUNG'S APRIL 27, 1971 LETTER
TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☒ OTHERS RURAL PRIMARY

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 3(RF) & 498(F) THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
498	F-RF-110(9)	0.44	3,177,179	2,018,179	SILETZ RIVER (KERNVILLE) BRIDGE SECTION	GRADE-DRAIN-HIGH TYPE PAVEMENT ON 4-12' LANES WITH 10' SHOULDER AND ONE 920' BRIDGE.
3	RF-F-110(9)	0.25	1,822,821	1,157,821	" " "	" " "
		(TOTAL)	(5,000,000)	(3,176,000)	THESE ARE JOINTLY FINANCED PROJECTS.	

Young
5-10-71

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY PREPARATORY WORK FOR UTILITY ADJUSTMENTS.

RECEIVED
MAY 10 1971
FOR FILING
F-RF-110(9)
1577

RECEIVED
MAY 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 4-30-71	SIGNATURE AND TITLE R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-934

RECEIVED
APR 30 1971
FOR FILING
F-RF-110(9)
7577

April 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Siletz River (Kernville) Br. Section
Oregon Project No. F-RF-110(9)

Dear Sir:

We hereby request the requirements of paragraph 7c of FPM 21-12 and 10e of FPM 21-6.3 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated award date) be waived as being in the public interest for the above-mentioned project.

There are two right-of-way files involved in the restriction on this project. One, file No. 44380-Senn, Sta. 135+25 to Sta. 136+00, contains two shop buildings, an office and dock; the other, 44382-Vickstrom, Sta. 141+40 to Sta. 144+25, contains a sign, two docks and piling. The attached sketches delineate the restricted right of way outlined in red, and the contract plans will contain sketches showing the area and dates that the contractor will be required to remain off the property. The contract specifications will contain the restrictive clause required in paragraph 6e of FPM 21-6.3, that the areas as shown will not be available for the contractor's use until after June 23, 1971.

The two files are abutting properties on the north bank of the Siletz River, which will allow the contractor full access to the south side to begin work on the embankment, as well as ordering structural steel and other materials for the structure. This restriction is for a relatively short period, approximately 20 days. There is a distinct advantage to award the contract at this time rather than delaying until the right of way is completely clear in that the contractor will have the full summer work period, the project is designed and ready to go, the financing is available, and this is a project advanced in our contract scheduling to alleviate the unemployment situation in the State of Oregon. The restriction will not cause any delay to the contractor in the final completion date or increase the cost of the overall project. Considering the above-mentioned facts, we feel it is in the public interest to advertise for bids to be received on May 27, 1971.

The reason the properties were not fully cleared at an earlier date was to allow the property owners the full 90 days to remove the improvements as mentioned above. Enclosed are two copies of a right-of-way sketch of the area involved, and if further information is necessary, please advise.

Very truly yours,

R. L. Porter
State Highway Engineer

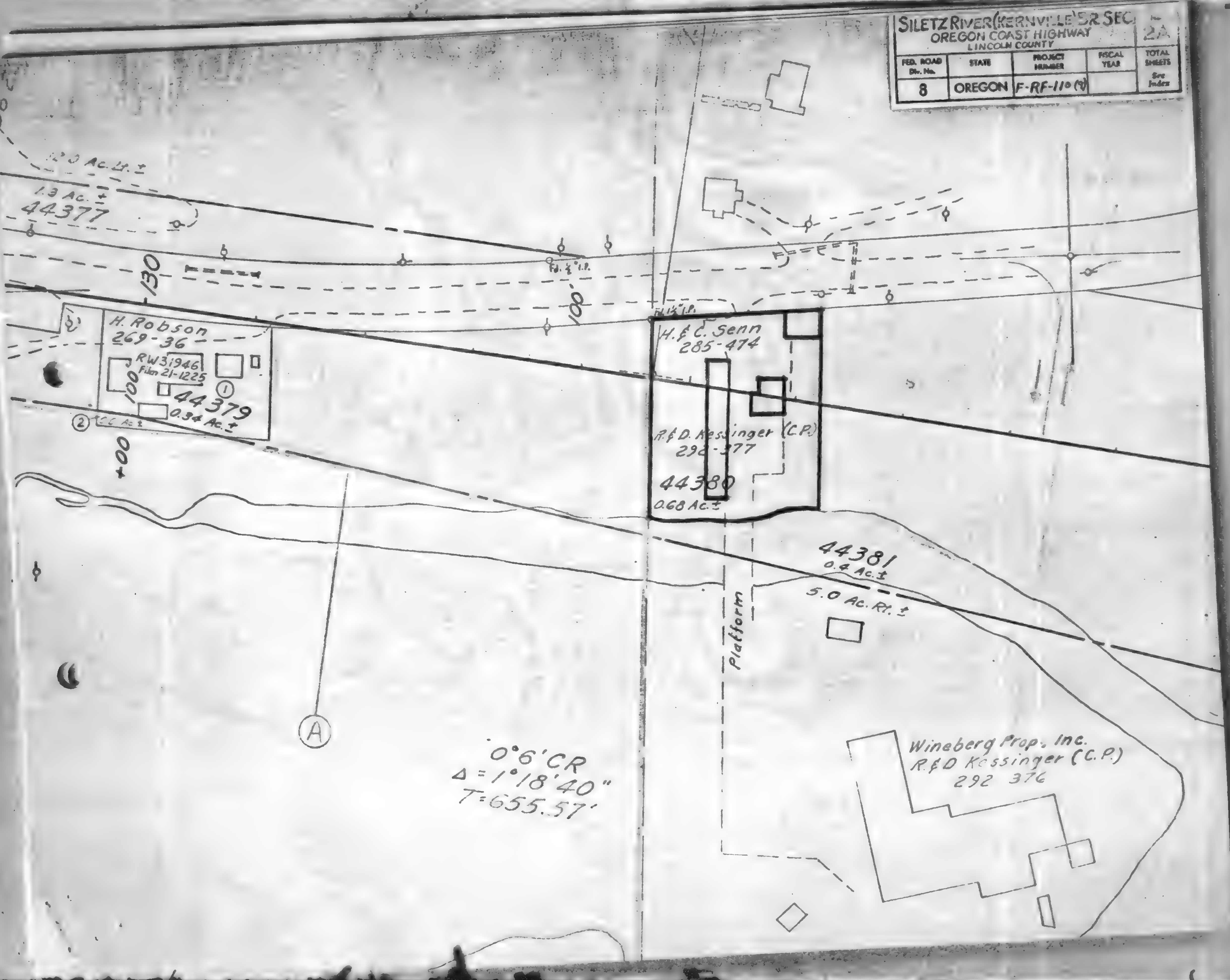
By

L. H. Young
Program and Planning Engineer

Encls.

cc: F. B. Klaboe
F. L. Hall
C. G. Swenson
D. H. Moehring
R. N. Chase

DAR:ia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RW31946
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44379
0.34 Ac. ±
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H. & C. Senn
285-474
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44381
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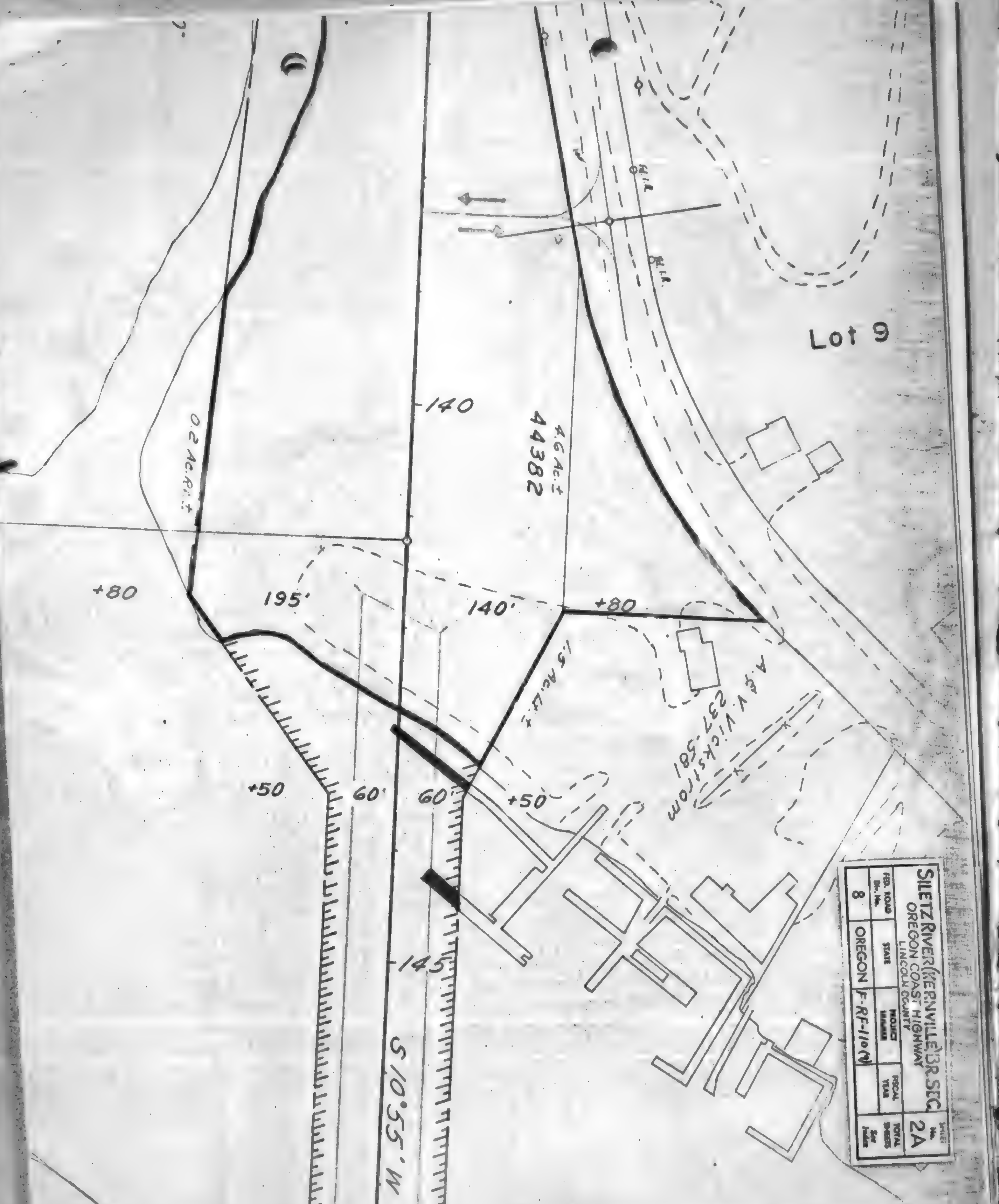
Wineberg Prop., Inc.
R. & D. Kessinger (C.P.)
292 376

SILETZ RIVER (KERNVILLE) SR. SEC.
OREGON COAST HIGHWAY
LINCOLN COUNTY

2A

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-RF-110 (9)		See Index


Lot 9
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145
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140'
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+50
A.&V. Vickstrom
237-581
S 10°55' W
H.i.R.
H.i.R.
SILETZ RIVER (KERNVILLE) BR. SEC.
OREGON COAST HIGHWAY
LINCOLN COUNTY
FED. ROAD DIV. No.
8
STATE
OREGON
PROJECT NUMBER
F-RF-110(2)
FISCAL YEAR
SHEET No.
2A
TOTAL SHEETS
See Index

RECEIVED
FORM E-30 (REV. 10-69)
MAY 3 - 1971

F-RF-110(9)

7577

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1971

SUBJECT: Utility Status Report for
May 27, 1971 Letting

To: Mr. L. H. Young
Program and Planning Engineer
BUILDING

The status of negotiations with utilities on FAI, TOPICS, FLH and RF projects for the above letting is as follows:

1. LADD CANYON SECTION
Project No. I-80N-6( )   Grade, Pave, Structure & Sign

Idaho Power Company - Idaho Power has one structure in conflict with the proposed construction. The relocation of this structure will be completed by August 1, 1971, at no cost to the State. No delay to the project is anticipated.

Pacific Northwest Bell Telephone Company - PNB has eight toll line poles and a repeater station in conflict with the proposed construction. The toll line relocation will be completed by October 1, 1971 or sooner if replacement cable can be expedited. The repeater station will be relocated by May 1, 1972. The cost to the State is estimated to be $8,500 for the toll lines and $9,000 for repeater station. Federal-aid participation will be requested. The conflict with construction is minor and no delay is anticipated.

California-Pacific Utilities Company - Cal-Pac has two poles and a contact on a PNB pole in conflict with the proposed construction. The cost of relocation of the contact and one of the two poles in conflict is reimbursable. Federal-aid participation will be requested in the estimated cost of $500. The company reports that their relocation work will be completed by July 1, 1971. The conflict with the construction is minor and no delay is anticipated.

Chevron Pipe Line Company - Chevron has two 8-inch transmission lines crossing through the easterly side of the Ladd Canyon Interchange that are in conflict with the proposed construction. These gas lines will be relocated after the rough grading of the Interchange is completed. Completion of relocation is estimated to be December 1, 1971. The estimated cost of $39,500, for the relocation, is reimbursable. Federal-aid participation in these costs will be requested. No appreciable delay to the project is anticipated due to this relocation.

El Paso Natural Gas Company - El Paso has a 22-inch gas line crossing at Station 610+00 that will be in conflict with the proposed construction. This 22-inch transmission line may also conflict with the construction of the proposed frontage road at Stations "FA" 644, 648+60 and 656+70. The gas line relocated will be made after rough grading and completed by about October 1, 1971. The estimated cost to the State for this relocation is $10,000 and Federal-aid participation will be requested.

No appreciable delay to the project is anticipated due to this relocation.

Written agreements have not been made for the adjustment of the conflicting facilities belonging to the above listed utilities but each has been contacted by the Regional Utility Engineer and the basis and timing for the proposed adjustments established. Our letter to the utilities listing the extent of conflict and the basis of reimbursement is presently being prepared.

2. NORTH FORK JACOBSON GULCH- NORTH ONTARIO SECTION
Project No. I-80N-6( )

Idaho Power Company - Idaho Power Company has seven poles in conflict with the construction of the Stanton Boulevard Interchange on the proposed project. Two of these poles are located on private property and the cost of their relocation, approximately $600, is reimbursable. Federal-aid participation will be requested. Idaho Power estimates that the relocation of these facilities will be completed prior to July 1, 1971. No delay, due to the conflict of these facilities, to the project is anticipated.

Malheur Home Telephone Company - has a pole at the Stanton Boulevard Interchange and one right of Station 1089 in conflict with the proposed project. These facilities will be relocated by July 1, 1971 at no cost to the State. No delay, due to these conflicts, to the project is anticipated.

Owyhee Irrigation District - The construction of this project necessitates the reconstruction or extension of District owned facilities as follows:

(1) Extension of an equipment underpass in the vicinity of Station 1091+75.
(2) Replacement of a bridge over an irrigation canal with double box culvert at Station 967.
(3) Extension of an equipment underpass at Station 969.
(4) The removal of gravel from property being acquired from the District to the District's property remainder at Station 1085.
(5) Possible adjustment of a diversion box left of Station 982.

The adjustment of the above facilities is reimbursable and is to be included as part of the State's contract for this project.

3. SOUTHERN PACIFIC RAILROAD OVERCROSSING (GOSHEN) SECTION

Project No. I-5-3(87)190 Grade, Pave and Structure

Pacific Power and Light Company - PP&L had one power pole in conflict with the proposed project. A letter of conflict, dated September 26, 1969, to PP&L set forth this conflict. The conflicting facilities will be relocated prior to the contract letting date at no cost to the State.

Northwest Natural Gas Company - NNG has a 4 1/2" OD gas main crossing beneath the existing structure that conflicts with the proposed construction. They are presently in the process of relocating this gas main and will be completed prior to the letting date. The gas main is located on public road right of way and, therefore, its relocation is non-reimbursable.

Pacific Northwest Bell Telephone Company - PNB was located jointly with Southern Pacific Railroad signal lines along the railroad right of way beneath the existing structure and underground relocation of their facilities was completed on February 8, 1971. The cost to the State for this relocation is $1,563.60 for which a lump sum agreement was submitted to the Federal Highway Administration by our letter of February 9, 1971.

Southern Pacific Transportation Company - All facilities owned by the Southern Pacific Transportation Company have been adjusted in accordance with the Railroad-State agreement dated January 19, 1970. The only remaining work to be performed by railroad forces will be engineering inspection and other protective work required by the contractor.

4. HARRISON STREET AT 32ND AVENUE (MILWAUKIE) SECTION

Project No. T-5025(4) Grade, Pave and Signals

In accordance with the provisions of an agreement between the State and the City of Milwaukie, dated December 17, 1970, any required utility adjustments will be handled by the City of Milwaukie.

5. S.E. MISSION STREET AT 25TH STREET S.E. (SALEM) SECTION

Project No. T-5028(1) Grade, Pave and Signals

In accordance with the provisions of agreements between the State and the City of Salem, dated February 16, 1971, any required utility adjustments will be handled by the City of Salem.

6. MOHAWK ROAD-"I" STREET SECTION (SPRINGFIELD)
Project No. T-5010(3) Grade, Pave and Signals

In accordance with the provisions of an agreement between the State and the City of Springfield, dated August 7, 1970, any required utility adjustments will be handled by the City of Springfield.

7. SIXTH STREET-STEWART AVENUE (MEDFORD) SECTION
Project No. T-5019(3) Grade, Pave and Signals

In accordance with the provisions of an agreement between the State and the City of Medford, dated December 26, 1969, any required utility adjustments will be handled by the City of Medford.

8. M.P. 83.6-BLUE MTN. PASS SECTION
Project No. FLH-3 Grade and Pave

No utility conflicts with this project.

9. SILETZ RIVER (KERNVILLE) BRIDGE SECTION
Project No. RF-F-10(9) Grade, Pave and Structure

Pacific Northwest Bell Telephone Company - PNB has ten telephone poles in conflict with the proposed project. These poles are located on private property, therefore, the cost of their relocation is reimbursable. Federal-aid participation will be requested upon receipt of PNB's estimate and sketch. PNB plans an underground installation for their relocation and it is estimated that their work will be completed by July 1, 1971.

Pacific Power and Light Company - PP&L has sixteen poles in conflict with the proposed project. Two of the poles in conflict are located on private property, therefore, the cost of their relocation is reimbursable. The estimated cost to the State is $1,500 for which Federal-aid participation will be requested. PP&L reports that their relocation will be completed within sixty days after the letting date. No delay to the project is anticipated.

United Telephone Company of the Northwest - has twelve poles in conflict with the proposed project. A plan for United Telephone's relocation has been submitted and found to be acceptable. Their work will be completed on or about the first week of June, 1971 at no cost to the State. No delay to the project is anticipated.

Depoe Bay Telephone Company - is contacted on ten PNB poles and three PP&L poles that conflict with the proposed construction. The ten PNB poles are located on private property, therefore, the cost of the relocation of Depoe Bay Telephone Company's facilities contacted on these poles is reimbursable. The estimated cost to the State is $1,000 for which Federal-aid participation will be requested. The telephone line relocation will be completed upon completion of PP&L's proposed relocation. No delay to the project is anticipated.

Northwest Natural Gas Company - has a 3-inch gas main located on the northerly side of the old highway from a crossing at Kernville County Road, southerly on through the proposed work area. NNG has been notified to adjust or protect this line as required to prevent damage.

Lincoln T.V. System - Lincoln T.V. System is contacted on fifteen PP&L poles in conflict with the proposed construction. One of the poles contacted resides on private property, therefore, the cost of relocating this contact is reimbursable. The estimated cost to the State is $150 for which Federal-aid participation will be requested. Lincoln T.V. System will adjust its facilities upon completion of PP&L's power line relocation. No delay to the project is anticipated.

Kernville-Gleneden Beach-Lincoln Beach Water District - our letter of conflict to the water district, dated April 1, 1971, set forth that segments of 1-inch, 2-inch and 8-inch water lines, located at the north end of the proposed project, conflict with the proposed construction. These conflicts will be adjusted by the District as required during construction. The letter of conflict also set forth a segment of 12-inch water line and 6-inch water line, located at the south end of the project as being in conflict with the proposed construction. The segment of 6-inch water line has been found not to be in conflict with the State's construction. The extent of the 12-inch water line conflict, upon further investigation, was found to be considerably reduced. The relocation of the 12-inch water line conflict along with installation of a 12-inch main on the proposed structure is to be included as a bid item in the State's contract and is as shown on the State's plans. The adjustment of the facilities by the District will be at no cost to the State. The cost of the work to be done under the State's contract for the District is at District's cost and payment will be requested of the District as the water main installation is completed.

I certify to the best of my knowledge, the above statements are correct in regard to utility negotiations for the projects scheduled for the letting on May 27, 1971.

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: A. E. Johnson
F. L. Hall
V. E. Skoog
D. H. Moehring
C. G. Swenson
R. N. Chase (13)

APR 28 1971

F-RF-110(9)

7577

April 27, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one jointly financed Primary-Rural Primary Project No. F-RF-110(9), Item No. 498 (Primary) and Item No. 3 (Rural Primary) which we desire to have included in the Federal-aid Primary and Rural Primary Highway Programs.

This project is being programmed at this time for the purpose of affecting unemployment, in accordance with the provisions of IM 21-1-71, within Oregon's Administrative District 4 as approved in your memorandum of April 19, 1971.

We are enclosing a copy of the State Clearinghouse's approval for the project.

The "Notice of Intent" was sent to District 4 (Linn-Benton Association of Governments) Clearinghouse on March 2, 1970, and has lain before the District Clearinghouse more than 30 days without action, therefore, it is assumed no adverse review or comments will be received on this project.

It is our intention to receive bids for this project on or about May 27, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. M. Young
Program and Planning Engineer

JG:dg

April 27, 1971

Executive Department
Federal Aid Coordination Unit
Room 302, Public Service Bldg.
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following project.

Item No.	Project No.	Name
498	F-RF-110(9)	Siletz River (Kernville) Br. Section
3	RF-F-110(9)	Siletz River (Kernville) Br. Section

The above project is jointly financed with Primary and Rural Primary Funds.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. E. Young
Program and Planning Engineer

Encls.

JG:dg
cc: R. N. Chase

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

4-27-71

FEDERAL-AI

(PI

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 US 101 0.3 mi. S. Siletz R. (Kernville) N. 0.69 mi. 65	**ADT**	PRESENT 5,100	FUTURE (66) 10,700 (70)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Gr., Dr., High-Type Pave. & 1 Br. 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. A (74)

CARD 4	CLASS OF FEDERAL FUNDS Primary		COUNTY NAME
	NAME OF URBAN AREA 17-31		ROUTE NO. P
			FEDERAL- 2

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS
1	(14-15)	(16	41	42	43 48	53		(54) (58)	(59) (66)	(67)
5					**PE**		US 101 0.3 mi. S. Siletz River (Kernville) N. 0.69 mi.			
5					**ROW**					
5					**CONST** (CODE)		"Siletz River (Kernville) Bridge Section"	(0.25) 0.44	(1,822,821) Rural Primary 3,177,179	2,018,179

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.44	3,177,179	2,018,179
1	14	PROGRAM APPROVAL DATES		(16)	(23)	(24)

RF-F-110(9).
Primary Rural
mi. and is sp
of RF fund av

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

27-71

le) N. 65	ADT	PRESENT 5,100	FUTURE 10,700 (66) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 012 (4) (9)	ITEM NO. 498 (14) (18)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 F-RF- 23	NUMBER 7 110	SEQ. NO. (9) 13	I. Projects Only POST MI. DESIG. (24) (26) 27

COUNTY NAME Lincoln — CODE 041 (14) (16)

ROUTE NO. P — FEDERAL-AID 2 (32) — STATE 9 (36) — U.S. (37) 101 (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (58)	(59) (66)	(67) (76)			Gr., Dr., 4-12' lanes H.T. pave, with 10' shldrs., median var. (4' min., 16' max.), 1 bridge (length 920', H.C. 72') ROW - 200' min.; Access control - partial; parking restrictions - none; utilities - adj. required including prep. work.
e	(0.25) 0.44	(1,822,821) Rural Primary 3,177,179	2,018,179	1,159,000		
ECT ALS	0.44	3,177,179	2,018,179	1,159,000		
		(16) (23)	(24) (33)			

REMARKS Additional data: Item No. 3, Project No. RF-F-110(9). This project is jointly financed using Primary and Primary Rural Funds: The overall length of the project is 0.69 mi. and is split between F & RF Funds on the basis of percentage of RF fund available.

-over-

SILETZ RIVER (KERNVILLE) BRIDGE SECTION

Existing Facility:

Roadway: Northerly of Siletz River; 2-11' lanes bit. macadam surf. with 2' shoulders.
Southerly of Siletz River; 2-11' lanes asph. conc. pave. with 8' shoulders.

Structure: Siletz River, Br. No. 1139, steel through truss swingspan, H-15 loading, length 708'; H.C. 19'-6" (truss) and 22'-11" (approach spans), V.C. 14'-7".

Adjacent Sections:

Northerly & Southerly End: Same as existing roadway.

Project Data:

The project consists of the following:

Roadway: Grade and drain 4-12' lanes high-type pavement (Type Code 6201) with 10' shoulders and a variable 4' to 16' median. Const. (5' nominal) AC footpath each side of roadway, back of guard rail, at the ends of the bridge.

Structure: Siletz River Bridge: Br. No. 9906; hwy. over waterway; prestressed conc. box girder; length 920'; H.C. 72'; 5' walk each side (Type Code X081, est. cost $2,650,000).

Utilities: Adjustment of the following (Type Code Y060):

Pacific Power & Light Co.	$1,500
Depot Bay Telephone Co.	1,000
Lincoln T.V.	150
	$2,650

System Action, Airports, Water Development & Railroads: None involved.

Public Hearing: Corridor/design held October 16, 1969.

Corridor/Design: Approved by FHWA memorandum of February 12, 1970.

Social, Economic and Environmental Effects Considered: Yes.

Parks, Historical and Recreational Areas: None involved.

State Clearinghouse: Approved by letter of April 22, 1970.

District 4 Clearinghouse: The "Notice of Intent" was submitted to Linn-Benton Association of Governments on March 2, 1970, and has lain before the District Clearinghouse more than 30 days without action, therefore, it is assumed that no adverse review or comment will be received on this project.

Unusual Circumstances: The specifications for this project will require the contractor to utilize a mandatory borrow source (approximately 2,455 feet southerly from the southwest end of the project) lying within the existing right-of-way on the future proposed alignment of the Oregon Coast Highway between Engineer's Sta. 45+00 and Sta. 57+00.

It is the Highway Division's present intention to require six trainees as set forth in FHWA Order, Interim 7-2(2) on this project.

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	4-27-71

FEDERAL-AID PRO

(PPM 21-

CARD	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*	ADT	PRESENT	FUTURE	YEAR
2	1 (18) (20)	US 101 0.3 mi. S. Siletz R. (Kernville) N. 0.69 mi. 21 65		5,100	10,700 (66) (70)	91 (71) (72)

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR
3	Gr., Dr., High-Type Pave. & 1 Br. 26 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
4	Rural Primary	Linc
	NAME OF URBAN AREA 17-31	ROUTE NO. P FEDERAL-AID 2

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(18	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					PE		US 101 0.3 mi. S. Siletz River (Kernville) N. 0.69 mi.			
5					ROW					
5					CONST (CODE)		"Siletz River (Kernville) Bridge Section"	(0.44) 0.25	(3,177,179) Primary 1,822,821	1,157,821

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	1			0.25	1,822,821	1,157,821
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33

F-RF-110(9).
and Primary F
and is split
fund availabl

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7-71

65	ADT	PRESENT 5,100	FUTURE 10,700 (66) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 073 (4) (9)	ITEM NO. 3 (14) (18)

AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) RF-F- 14 23	NUMBER 110 7	SEQ. NO. (9) 13	I. Projects Only POST MI. DESIG. (24) (26) 27

COUNTY NAME Lincoln CODE 041 (14) (16)

ROUTE NO. P FEDERAL-AID 2 (32) STATE 9 (36) (37) U.S. 101 (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

ES (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
(0.44)	(3,177,179) Primary			
0.25	1,822,821	1,157,821	665,000	
0.25	1,822,821	1,157,821	665,000	
	(16) (23)	(24) (33)		

CHARACTER OF PROPOSED WORK
(Full description)

Gr., Dr., 4-12' lanes H.T. pave., with 10' shldrs., median var. (4' min. 16' max.), 1 bridge (length 920', H.C. 72')

ROW - 200' min.; access control - partial; parking restrictions-none; utilities - adj. req. incl. prep. work.

REMARKS Additional data: Item No. 498, Project No. F-RF-110(9). This project is jointly financed using Primary Rural and Primary Funds: The overall length of the project is 0.69 mi. and is split between RF & F funds on the basis of percentage of RF fund available. -over-

SILETZ RIVER (KERNVILLE) BRIDGE SECTION

Existing Facility:

Roadway: Northerly of Siletz River; 2-11' lanes bit. macadam surf. with 2' shoulders.
Southerly of Siletz River; 2-11' lanes asph. conc. pave. with 8' shoulders.

Structure: Siletz River, Br. No. 1139, steel through truss swingspan, H-15 loading, length 708'; H.C. 19'-6" (truss) and 22'-11" (approach spans), V.C. 14'-7".

Adjacent Sections:

Northerly & Southerly End: Same as existing roadway.

Project Data:

The project consists of the following:

Roadway: Grade and drain 4-12' lanes high-type pavement (Type Code 6201) with 10' shoulders and a variable 4' to 16' median. Const. (5' nominal) AC footpath each side of roadway, back of guard rail, at the ends of the bridge.

Structure: Siletz River Bridge: Br. No. 9906; hwy. over waterway; prestressed conc. box girder; length 920'; H.C. 72'; 5' walk each side (Type Code X081, est. cost $2,650,000).

Utilities: Adjustment of the following (Type Code Y060):

Pacific Power & Light Co.	$1,500
Depot Bay Telephone Co.	1,000
Lincoln T.V.	150
	$2,650

System Action, Airports, Water Development & Railroads: None involved.

Public Hearing: Corridor/design held October 16, 1969.

Corridor/Design: Approved by FHWA memorandum of February 12, 1970.
Social, Economic and Environmental Effects Considered: Yes.
Parks, Historical and Recreational Areas: None involved.
State Clearinghouse: Approved by letter of April 22, 1970.
District 4 Clearinghouse: The "Notice of Intent" was submitted to Linn-Benton Association of Governments on March 2, 1970, and has lain before the District Clearinghouse more than 30 days without action, therefore, it is assumed that no adverse review or comment will be received on this project.

Unusual Circumstances: The specifications for this project will require the contractor to utilize a mandatory borrow source (approximately 2,455 feet southerly from the southwest end of the project) lying within the existing right-of-way on the future proposed alignment of the Oregon Coast Highway between Engineer's Sta. 45+00 and Sta. 57+00.

It is the Highway Division's present intention to require six trainees as set forth in FHWA Order, Interim 7-2(2) on this project.

RECEIVED
UTILITY UNIT
MAY 3 1971

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

NOTED
A. E. JOHNSON

F-RF-110(4)

7517

April 20, 1971

Northwest Natural Gas Company
3123 Broadway N.E.
Salem, Oregon 97303

Re: Gas Main Conflict
Siletz River (Kernville) Bridge Section
Oregon Coast Highway
Lincoln County

ATTENTION: Mr. Robert Leidig

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on May 27, 1971. A 3-inch gas main located on the westerly side of the Immonen Road, County Road #204, crossing the existing highway at about Station 44+80 which is owned by your company conflicts with the construction requirements of the subject project and must be adjusted.

The gas main is located on public road right of way under the terms of Oregon State Highway Division Permit #10947 and, therefore, its adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. F. W. Sugnet, 2906 East State Street, Salem, Oregon 97310, telephone 378-2626. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. H. H. Patterson, P. O. Box 37, Newport, Oregon 97365, telephone 265-7391, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION.

HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Patterson. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Sugnet.

Very truly yours,

F. D. Morgan
Construction Engineer

By
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures

cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
R. D. Asburry
H. H. Patterson
F. W. Sugnet

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

F-RF-110(9)

7-77

DATE: April 19, 1971

In reply refer to: 08-35.1/710.1

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Federal-aid Funds to Offset Unemployment

Klaboe

The following wire was received today from Executive Director Swick of our Washington office:

> "Reference Mr. Simpson's memorandum dated April 12 and Oregon State Highway Division request for additional Federal-aid obligational authority under provisions of IM 21-1-71.
>
> "Our concurrence in Division Engineer's authorization of Project F-110, Siletz River Bridge Section, Lincoln County, is granted per provisions of IM 21-1-71 to the extent obligation of Federal funds for this project causes overrun of fourth quarter release in fiscal year 1971. Such overrun is permissible not to exceed $2,859,000.00. This is in addition to overrun of $8,480,000.00 pursuant our wire of March 18."

Simpson:nig

4-26-71

RECEIVED
OFFICE OF

NOTED
F. B. KLABOE

REFERRED TO
TOM ED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 12 1971
FOR FILING

F-RF-110(9)

7577

April 9, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Federal Aid Highway Funds to
Offset Unemployment (IM 21-1-71)
Siletz River Bridge Section
Project F-110(-)

Dear Sir:

In accordance with the provisions of IM 21-1-71 dated Feb. 4, 1971, the Oregon State Highway Division makes application for additional obligational authority for the fiscal year 1971 for the purpose of off-setting the pronounced unemployment within Oregon's Administrative District 4, particularly Lincoln County.

U. S. Department of Labor publication, "Area Trends in Employment and Unemployment" for April 1, 1971, on page 17 (copy enclosed), shows Toledo (Lincoln County) as an area of "persistent unemployment" which classification is based on reports made by the Oregon Employment Division. Lincoln County has pronounced unemployment as indicated in the enclosed "Labor Force Trends" of March 1971 (Toledo local Employment office).

The unemployment statistics for Lincoln County (see enclosed "Labor Force Trends", March 1971, Toledo local office) are as follows:

	2/71	1/71	2/70
Civilian Labor Force (Total)	8,950	9,090	8,850
Unemployment	880	1,150	850
Unemployment % of Labor Force	9.9	12.7	9.6

The project, Siletz River Bridge Section f the Oregon Coast Highway (US101)(FAP 2) in Lincoln County, for which we are specifically requesting additional obligational authority for the fiscal year 1971 is presently estimated to cost $4,500,000, of which approximately $2,859,000 will be federal funds under Oregon's federal-aid primary pro rata of 63.54 percent.

The project is located in Lincoln County at Kernville (see enclosed Lincoln County map). The length of the project is 1.08 miles and consists of grading, drainage, paving and one 920-foot river crossing structure to provide a 4-lane highway facility. It is estimated that approximately 108 man-years of labor will be generated by this project which is presently not scheduled for contracting until the first quarter of fiscal year 1972.

The plans and specifications for the project are complete except for minor revisions. All necessary right of way will be available, design approval has been received, and clearinghouse reviews have been obtained.

Summary of information required by IM 21-1-71(1):

1. Project located in Lincoln County at Kernville, which county is a persistent unemployment area.

2. Current rate of unemployment in Lincoln County is 9.9 percent.

3. Number of persons unemployed as of March 1971 is 880.

4. (a) Project estimated total cost $4,500,000
   (b) Project estimated federal funds 2,859,000
   (c) Length of project - 1.08 miles

5. Estimated employment generated - 108 man-years.

We trust the above information and enclosed documents are sufficient to allow approval of this project under the special obligation authority set forth in IM 21-1-71 in order that the project may be contracted during the fourth quarter of fiscal year 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

Enclosures

RC:ia

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
Frank L. Hall
L. H. Young
D. H. Moehring
F. D. Morgan
R. N. Chase

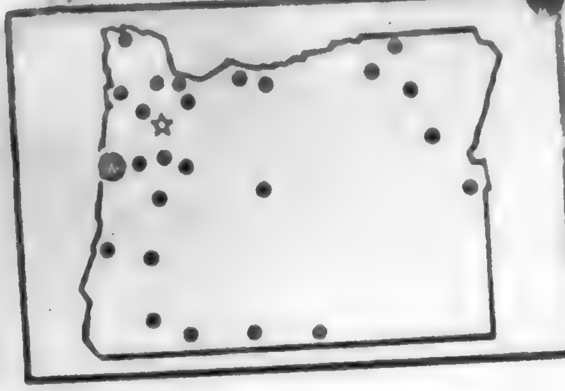
From Area Trends Marh 1971

Areas of Substantial Unemployment (continued)

Except as noted, for procurement purposes these classifications are effective April 1, 1971

Substantial	Persistent	Labor Area1/ (Political Subdivisions Included)
		Oklahoma
X		Ada (Pontotoc County)
X		Altus (Jackson County)
X		Anadarko (Caddo County)
	X	Atoka (Atoka County)
X		Claremore (Rogers County)
	X	Coalgate (Coal County)
X		Cordell (Washita County)
X		Elk City (Beckham County)
	X	Holdenville (Hughes County)
	X	Hugo (Choctaw County)
X		Idabel (McCurtain County)
X		Jay (Delaware County)
	X	LeFlore County
X		Marietta (Love County)
X		McAlester (Pittsburg County)
	X	Miami (Ottawa County)
	X	Muskogee (Muskogee County)
X		Okemah (Okfuskee County)
	X	Okmulgee-Henryetta (Okmulgee County)
X		Pawnee (Pawnee County)
	X	Pryor Creek (Mayes County)
	X	Purcell (McClain County)
X		Seminole (Seminole County)
	X	Sequoyah County
X		Shawnee (Pottawatomie County)
	X	Stigler (Haskell County)
	X	Stilwell (Adair County)
	X	Tahlequah (Cherokee County)
X		Tishomingo (Johnston County)
X		Wagoner (Wagoner County)
	X	Wilburton (Latimer County)
		Oregon
X		Albany (Linn County)
X		Condon (Gilliam County)
	X	Enterprise (Wallowa County)
X		EUGENE (LANE COUNTY)
	X	Fossil (Wheeler County)
	X	Gold Beach (Curry County)
	X	Grants Pass (Josephine County)
	X	Hood River (Hood River County)
X		Klamath Falls (Klamath County)
		Oregon (Cont'd)
	X	Lakeview (Lake County)
X		Madras (Jefferson County)
	X	Medford (Jackson County)
	X	McMinnville (Yamhill County)
	X	North Bend-Coos Bay (Coos County)
X		Pendleton (Umatilla County)
X		PORTLAND (CLACKAMAS, MULTNOMAH, and WASHINGTON COUNTIES, OREG.; CLARK COUNTY, WASH.)
	X	Roseburg (Douglas County)
X		SALEM (MARION and POLK COUNTIES)
X		St. Helens (Columbia County)
	X	The Dalles (Sherman and Wasco Counties)
X		Tillamook (Tillamook County)
	X	Toledo (Lincoln County)
		Pennsylvania
	X	Bedford (Bedford County)
X		Bradford (McKean County)
	X	Clearfield-Du Bois (Clearfield County; Rush Township, Boroughs of Philipsburg and South Philipsburg in Centre County)
X		Coudersport (Potter County)
X		JOHNSTOWN (CAMBRIA and SOMERSET COUNTIES)
X		Kittanning-Ford City (Armstrong County)
	X	Lock Haven-Renovo (Clinton County)
X		Sayre-Athens-Towanda (Bradford County)
X		SCRANTON (LACKAWANNA COUNTY)
X		Tunkhannock (Wyoming County)
	X	Uniontown-Connellsville (Fayette County)
X		Wellsboro (Tioga County)
		Puerto Rico
	X	Aguadilla (Aguada and Aguadilla Municipalities)
	X	Arecibo (Arecibo, Camuy, and Hatillo Municipalities)
	X	CAGUAS (AGUAS BUENAS, CAGUAS, CIDRA, GURABO, JUNCOS, and SAN LORENZO MUNICIPALITIES)
	X	Carolina (Carolina and Loiza Municipalities)

See footnotes at end of table.



TOLEDO LOCAL OFFICE

LABOR FORCE TRENDS

State of Oregon•EMPLOYMENT DIVISION•Research & Statistics Section

S. J. Bonkowski, Manager 128 N. E. Third Street Phone 336-2241 March 1971

AREA SERVED
Lincoln County
Population 23, 400

EMPLOYMENT

It would appear that the seasonal high for unemployment has been reached and joblessness is now on a definite downtrend. Although it has been much higher compared with much of the past decade, the current downtrend should continue into the summer months. A gradual absorption of the existing labor force should take place. But, due to the size and duration of the recent slump, a sudden or large change can hardly be expected.

The local sawmills report lumber sales and prices are better. This was with the understanding that it is too early to predict a trend and conditions are subject to change.

One mill is scheduled to start operations early in March and another mill has resumed night shift production with 30 men.

Storms and rough seas have been a liability to fishing and fish processing for most of February.

February lumber shipments out of Yaquina Bay Harbor were 4.3 million net board feet compared with 2.9 million last February.

UNEMPLOYMENT

The monthly unemployment insurance claims workload is given below:

	New & Reopened Claims	Weeks of UI Claimed
February 1971	346	2,937
January 1971	677	3,245
February 1970	330	2,305
January 1970	445	2,669

(over)

A comparison of the percentage of insured unemployment for a specific week in Lincoln County and the State is shown below:

	2-18-71	1-21-71	2-19-70	2-20-69	2-15-68	2-16-61
Lincoln County	11.9	16.5	12.7	12.2	10.3	21.9
State	9.5	8.5	7.1	5.8	5.3	11.5

Oregon benefit payments issued by the Toledo office for the week ending January 19, 1971, classified by industry of last employment were as follows:

	Week Ending 2-19-71		Week Ending 1-22-71	
	Payments	Percent	Payments	Percent
Area Total	498	100.0	692	100.0
Ag., Forestry, Fishing & Mining	5	1.0	7	1.0
Construction	63	12.7	70	10.1
Food Processing	31	6.2	58	8.4
Lumber & Logging	94	18.9	231	33.4
Other Durables	16	3.2	17	2.5
Other Nondurables	10	2.0	7	1.0
Transportation & Utilities	52	10.4	55	7.9
Trade	116	23.3	126	18.2
Finance, Ins., & Real Est.	16	3.2	15	2.2
Services & N. E. C.	83	16.7	93	13.4
Government	12	2.4	13	1.9

The number of payments declined by 28 percent.

OUTLOOK

Weather and general economic conditions are still a factor but a gradual overall improvement should be in the offing.

The State Jobs for Veterans program will now be assisted by a task force of twenty-five leading citizens who have been appointed by the Governor.

LABOR FORCE SUMMARY--LINCOLN COUNTY

Prepared by Jeff Hannum
Labor Area Analyst

	Employment			Change From	
	Feb. 1971	Jan. 1971	Feb. 1970	Jan. 1971	Feb. 1970
Civilian Labor Force	8,950	9,090	8,850	- 140	+ 100
Workers in Labor-Mgmt. Disputes	0	0	0	0	0
Unemployment	880	1,150	850	- 270	+ 30
Percent of Labor Force	9.9	12.7	9.6	xxx	xxx
Employment	8,070	7,940	8,000	+ 130	+ 70
Agricultural	210	210	210	0	0
Nonagricultural	7,860	7,730	7,790	+ 130	+ 70
Self-empl., Unpd. Fam. & Dom.	1,070	1,070	1,060	0	+ 10
Wage & Salary Workers	6,790	6,660	6,730	+ 130	+ 60
Manufacturing	1,730	1,740	1,740	- 10	- 10
Durable Goods	880	870	960	+ 10	- 80
Lumber & Wood Products	820	810	890	+ 10	- 70
Other Durables	60	60	70	0	- 10
Nondurable Goods	850	870	780	- 20	+ 70
Paper	570	570	500	0	+ 70
Other Nondurables	280	300	280	- 20	0
Nonmanufacturing	5,060	4,920	4,990	+ 140	+ 70
Contract Construction	200	180	170	+ 20	+ 30
Transp.-Comm.-Utilities	350	330	380	+ 20	- 30
Wholesale & Retail Trade	1,340	1,290	1,300	+ 50	+ 40
Finance, Ins. & Real Estate	430	430	400	0	+ 30
Service & Miscellaneous	1,100	1,060	1,100	+ 40	0
Government	1,640	1,630	1,640	+ 10	0

1/ These estimates are subject to revision. Data used are based on mid-month employment and unemployment figures.

LINCOLN COUNTY

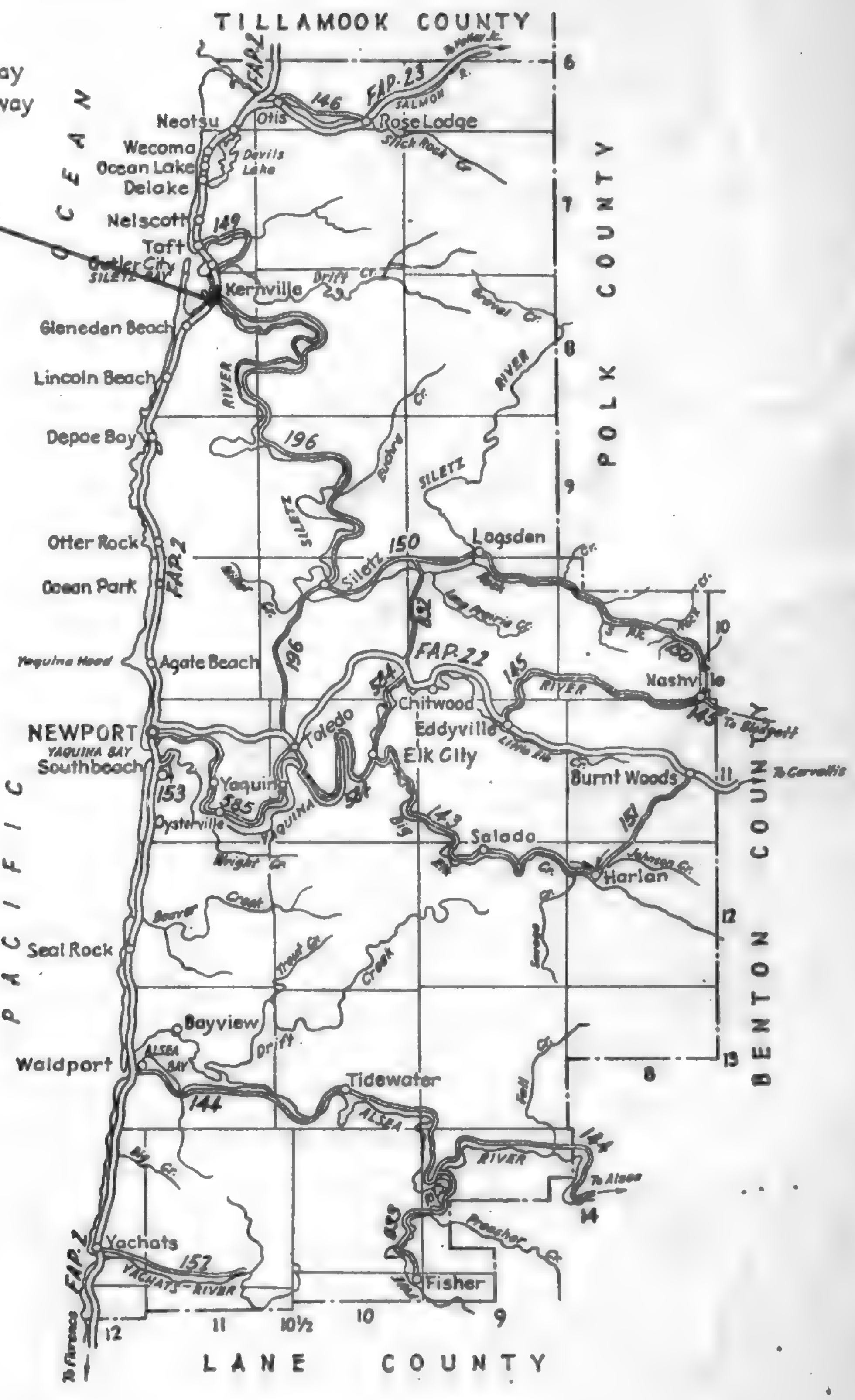
FAS SYSTEM

Scale 0 2 4 MI. June 1963

'LEGEND'

- F.A. Primary Highway
- F.A.S. Highway on State Primary Highway
- F.A.S. Highway on State Secondary Highway
- F.A.S. Highway on County Road

Proposed Project F-110(-)



TILLAMOOK COUNTY
POLK COUNTY
BENTON COUNTY
LANE COUNTY
PACIFIC OCEAN
FAP 2
FAP 23
FAP 22
146
149
196
150
145
153
585
143
151
144
152
Neotsu
Otis
Rose Lodge
Salmon R.
Slick Rock Cr.
Wecoma
Ocean Lake
Devils Lake
Delake
Nelscott
Taft
Cutler City
Siletz Bay
Kernville
Drift Cr.
Gravel Cr.
Gleneden Beach
Lincoln Beach
Depoe Bay
Siletz River
Otter Rock
Ocean Park
Siletz
Logsden
Agate Beach
Yaquina Head
Chitwood
Eddyville
Nashville
To Blodgett
NEWPORT
Yaquina Bay
Southbeach
Toledo
Yaquina
Elk City
Burnt Woods
To Corvallis
Oysterville
Wright Cr.
Salado
Harlan
Johnson Cr.
Beaver Creek
Seal Rock
Bayview
Drift Cr.
Alsea Bay
Waldport
Tidewater
Alsea River
To Alsea
Yachats
Yachats River
Fisher
To Florence
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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

F-RF-110(9)

7577

April 9, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

Federal Aid Project
Number F-110(-)
Siletz River (Kernville) Br.
Section
Oregon Coast Highway
Lincoln County

Attn: Chas. Mathias

Dear Sir:

The subject project is being considered for contracting on May 27, 1971.

Right of Way on this project is being purchased with State funds on the basis of the attached Right of Way map.

The relocation information you request is shown on the copy of the attached Form E790. If you will notice, all occupants have been relocated.

Very truly yours,

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant Right of Way Engineer

JRO:ph

Attachments

cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young /w/ attachments
V. E. Skoog
M. R. Mitchell /w/ attachments

NOTED
R. L. PORTER

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STATE HIGHWAY ENGINEER

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NOTED
A. E. JOHNSON

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

F-RF-110(9)

7577

April 1, 1971

Depoe Bay Telephone Company
P. O. Box 282
Gleneden Beach, Oregon 97388

Re: Telephone Line Conflict
Siletz River (Kernville) Bridge Section
Oregon Coast Highway
Lincoln County

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on May 27, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted.

Attached hereto is a list of conflicts totaling thirteen (13) in number. Three (3) of the conflicts are contacts on Pacific Power and Light Company poles located on public road right of way and ten (10) are contacts on Pacific Northwest Bell Telephone Company poles located on private property. Reimbursement will be made for 10/13 or 76.92% of the cost to adjust these facilities. Reimbursement is made pursuant to State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for all the work to be done and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. F. W. Sugnet, Regional Utility Engineer, 2906 East State Street, Salem, Oregon 97301, telephone 378-2626, at the earliest possible date in order to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. H. H. Patterson, P. O. Box 37, Newport, Oregon 97365, telephone 265-7391, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Sugnet. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Patterson.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: Telephone Utilities, Inc.
c/o Aurora Telephone Company
P. O. Box 77
Aurora, Oregon 97002 - Attention: Mr. Jim Boche

A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
R. D. Asburry
H. H. Patterson
F. W. Sugnet

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OFFICE OF
STATE HIGHWAY ENGINEER

LIST OF CONFLICTS

Utility: Depoe Bay Telephone Company
Project: Siletz River (Kernville) Bridge Section
Highway: Oregon Coast
County: Lincoln

Sheet 1 of 1 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Contacts on PP&L Co.						
poles						
#109703	"TC"166+18	15'	N	X		Contact on PP&L Co.
						poles, Permit #453
Equa. 169+80.68 P.T. Back = 25+93.52 P.O.T. Ahead						
#108701	26+00	32'	N	X		"
#108600	29+51	32'	N	X		"
#678	45+15	90'	E		X	Contact on PNB Co. poles
#677	47+25	172'	E		X	On private property
						easement #71
#676	48+50	190'	E		X	"
#675	49+50	218'	E		X	"
#674	50+08	210'	E		X	"
#673	52+38	172'	E		X	"
#672	53+05	160'	E		X	"
#671	53+79	148'	E		X	"
#670	55+05	120'	E		X	Contact on PNB Co. pole
#669	57+77	104'	E		X	"

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A. E. JOHNSON

**OREGON STATE
HIGHWAY DIVISION**

F-RF-110(9)

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 Phone 378-6511

7577

April 1, 1971

United Telephone Company of the Northwest
P. O. Box 120
Hood River, Oregon 97031

Re: Telephone Line Conflict
Siletz River (Kernville) Bridge Section
Oregon Coast Highway
Lincoln County

ATTENTION: Mr. Leo Gavin

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on May 27, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted.

Attached hereto is a list of conflicts totaling twelve (12) in number. Ten (10) of the conflicts are located on public road right of way and two (2) on private property. The cost of relocating the two poles located on private property is eligible for reimbursement. Reimbursement is made pursuant to State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof. Mr. F. W. Sugnet reports that Mr. Puddephatt, in a telephone conversation on January 20, 1971, informed him your company did not intend to claim reimbursement for the cost of relocating the two poles on private property.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. F. W. Sugnet, Regional Utility Engineer, 2906 East State Street, Salem, Oregon 97310, telephone 378-2626. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. H. H. Patterson,

P. O. Box 37, Newport, Oregon 97365, telephone 265-7391, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Sugnet. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Patterson.

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. Litchfield
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: United Telephone Company of the Northwest
934 N. E. Highway 101
Lincoln City, Oregon 97367 - Attention: Don Puddephatt

A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
R. D. Asburry
H. H. Patterson
F. W. Sugnet

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STATE HIGHWAY ENGINEER

LIST OF CONFLICTS

Utility: United Telephone Company of the Northwest
Project: Siletz River (Kernville) Bridge Section
Highway: Oregon Coast Highway
County: Lincoln

Sheet 1 of 1 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Pole #727	"TC"121+17	28'	E	X		Poles on R/W under
						terms of Permit #691
Pole #726	"TC"123+05	25'	E	X		
Pole #725	"TC123+99	25'	E	X		
Pole #724	"TC"125+08	25'	E	X		
Pole #723						Out.
Pole #722	128+85	48'	E	X		
Pole #721	130+63	55'	E		X	No recorded
						casement found
Pole #C2-720	132+22	73'	E		X	"
Pole #693	"TC"165+45	55'	S	X		Under permit #691
Pole #692	"TC"167+38	28'	S	X		
Pole #691	"TC"168+37	25'	S	X		
Pole #690	"TC"169+40	22'	S	X		
Equa. "TC"169+80.68 P.T. Back = 25+93.52 P.O.T. Ahead						
Pole #689	27+50	25'	S	X		

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**OREGON STATE
HIGHWAY DIVISION**

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F-KF-110(9)

7577

April 1, 1971

Lincoln T.V. System
1344 N. Highway 101
Lincoln City, Oregon 97367

ATTENTION: Mr. Carl Schmouder

Re: T.V. Cable Conflicts
Siletz River (Kernville) Bridge Section
Oregon Coast Highway
Lincoln County

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on May 27, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted.

Attached hereto is a list of conflicts totaling fifteen (15) in number. Fourteen (14) of the conflicts are located on public road right of way and one (1) on private property. Reimbursement will be made for the cost to adjust the conflict located on private property. Reimbursement is made pursuant to State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for the reimbursable work only and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. F. W. Sugnet, 2906 East State Street, Salem, Oregon 97310, telephone 378-2626, at the earliest possible date in order to avoid delay in the construction of this project. A lump sum estimate is suggested.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. H. H. Patterson, P. O. Box 37, Newport, Oregon 97365, telephone 265-7391, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Patterson. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Sugnet.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures

cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
R. D. Asburry
H. H. Patterson
F. W. Sugnet

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APR 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LIST OF CONFLICTS

Utility: Lincoln T.V. [illegible]stem
Project: Siletz River (Kernville) Bridge
Highway: Oregon Coast
County: Lincoln

Sheet 1 of 1 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Pole #						
021402	"TC"121+55	53'	W	X		Contact on
						PP&L Co. Pole
021401	"TC"124+52	53'	W	X		"
021300	"TC"126+77	53'	W	X		"
021302	127+69	32'	W	X		"
021301	129+31	25'	W		X	"
021303	131+05	5'	W	X		"
021201	133+61	27'	E	X		"
021200	"A"8+20	2'	E	X		"
021102	"A"12+65	25'	W	X		"
021101	"A"10+85	25'	W	X		"
110702	"OH"11+75	℄	O	X		"
109701	"TC"165+15	38'	N	X		"
109703	"TC"166+18	15'	N	X		"
Equa. "TC" 169+80.68 P.T. Back = 25+93.52 P.O.T. Ahead						
108701	26+00	32'	N	X		Contact on
						PP&L Co. Pole
108600	29+51	30'	N	X		"

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OREGON STATE
HIGHWAY DIVISION

F-RF-110(9)

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 Phone 378-6511

7571

April 1, 1971

Bob's Radio and T.V.
4846 S. Highway 101
Lincoln City, Oregon 97367

Re: Underground T.V. Cable Conflict
Siletz River (Kernville) Bridge Section
Oregon Coast Highway
Lincoln County

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on May 27, 1971. Certain facilities owned by you conflict with the construction requirements of the subject project and must be adjusted. The conflict is as follows:

> A buried cable crossing of the "A_1" Line road connection at Station "A_1" 7+14.

The above conflict is located on public road right of way under the terms of Oregon State Highway Permit No. 12523 and, therefore, its adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. F. W. Sugnet, Regional Utility Engineer, 2906 State Street, Salem, Oregon 97310, telephone 378-2626. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. H. H. Patterson, P. O. Box 37, Newport, Oregon 97365, telephone 265-7391, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR

UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Patterson. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Sugnet.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
R. D. Asburry
H. H. Patterson
F. W. Sugnet

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

F-RF-110(9)
7577

April 1, 1971

Mr. R. H. Sallee
Pacific Power and Light Company
920 S. W. Sixth Avenue
Portland, Oregon 97204

Re: Power Line Conflict
Siletz River (Kernville) Bridge Section
Oregon Coast Highway
Lincoln County

ATTENTION: Mr. Lloyd Lamothe

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on May 27, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted.

Attached hereto is a list of conflicts totaling sixteen (16) in number. Fourteen (14) of the poles are located on public road right of way and two (2) on private property. One of the poles located on private property is a service drop to a building that will be eliminated. It is the State's policy not to reimburse for removal of a service drop when object of service is removed. Therefore, reimbursement will be made for 1/16 or 6.25% of the cost to adjust these facilities. Reimbursement is made pursuant to State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for all the work to be done and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. F. W. Sugnet, Regional Utility Engineer, 2906 East State Street, Salem, Oregon 97310, telephone 378-2626, at the earliest possible date in order to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. H. H. Patterson, P. O. Box 37, Newport, Oregon 97365, telephone 265-7391, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Patterson. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Sugnet.

Very truly yours,

F. D. Morgan
Construction Engineer

By
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures

cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
R. D. Asburry
H. H. Patterson
F. W. Sugnet

RECEIVED
APR 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LIST OF CONFLICTS

Utility: Pacific Power a[illegible] Light Company
Project: Siletz River (Kernville) Bridge Section
Highway: Oregon Coast Highway
County: Lincoln

Sheet 1 of 1 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
#021402	"TC"121+55	53'	W	X		Poles on R/W under
						terms of permit
#021401	"TC"124+52	53'	W	X		#175
#021305	"TC"126+73	40'	E		X	Service pole w/o written
						easement
#021300	"TC"126+77	53'	W	X		
#021302	127+69	32'	W	X		
#021301	129+31	25'	W		X	No written easement
						found
#021303	131+05	5'	W	X		
#021201	133+61	27'	E	X		
#021200	"A$_1$"8+20	2'	E	X		
#021102	"A"12+65	25'	W	X		
#02 1101	"A"10+85	25'	W	X		
#110702	"OH"11+75	℄		X		Poles on R/W under
						terms of Permit #453
#109701	"TC"165+15	38'	N	X		Poles on R/W under
						terms of Permit #453
#109703	"TC"166+18	15'	N	X		
Equa. "TC" 169+80.68 P.T. Back = 25+93.52 P.O.T. Ahead						
#108701	26+00	32'	N	X		
#108600	29+51	30'	N	X		

RECEIVED
APR 6 - 1971
UTILITY UNIT
FOR FILING

NOTED
A. E. JOHNSON

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

F-RF-110(9)
1577

April 1, 1971

Kernville-Gleneden Beach-
Lincoln Beach Water District
P. O. Box 96
Gleneden Beach, Oregon 97388

Re: Water Line Conflict
Siletz River (Kernville) Bridge Section
Oregon Coast Highway
Lincoln County

ATTENTION: Mr. Jay Vollmer

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on May 27, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted.

Attached hereto is a list of the water line sections in conflict. Seventy (70) feet of the six-inch line conflict is located on State highway right of way and seventy (70) feet on county road right of way. Under the terms of Chapter 272, Oregon Laws 1967, the State can reimburse the relocation costs of water lines located on county road right of way. Therefore, reimbursement will be made for 1/2 or 50% of the cost to adjust the six-inch water line. The other conflicts are all located on State highway right of way under permit and, therefore, their relocation cost is not reimbursable. Reimbursement is made pursuant to State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for the relocation of the six-inch water line and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. F. W. Sugnet, Regional Utility Engineer, 2906 State Street, Salem, Oregon 97310, telephone 378-2626, at the earliest possible date in order to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. H. H. Patterson, P. O. Box 37, Newport, Oregon 97365, telephone 265-7391, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Patterson. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Sugnet.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
R. D. Asburry
H. H. Patterson
F. W. Sugnet

RECEIVED
APR 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LIST OF CONFLICTS

Utility: Kernville-Gleneden Beach-Lincoln Beach Water Dist.
Project: Siletz River (Kernville) Bridge Section
Highway: Oregon Coast
County: Lincoln

Sheet 1 of 1 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
	130+10	5'	W			1" line under Permit
1" water line	to			335'		#4656. Service to house
	133+27	30'	E			to be removed
2" water line	133+27	Crossing		26'		
	133+27	30'	E			2" line under Permit
2" water line	to			920'		#4029 (2" line installed
	141+75	329'	E			instead of 6")
	138+57	138'	E			
8" water line	to			370'		8" line under Permit
	141+75	330'	E			#13310

Note: The permits for both the 2" and 8" lines call for installation 4' from westerly R/W line. These lines have been installed adjacent to each other.

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
	"TC"162+00	138'	E			12" line under Permit
12" water line	to			1230'		#6108. Note equation
	29+90	30'	W			in stationing
	"TC"165+00	at ℄				70' of line listed as
6" water line	to			70'	70'	private is on county
	"SK"2+78	at ℄				road R/W

RECEIVED
UTILITY UNIT
APR 6 - 1971
FOR FILING

NOTED
A. F. JOHNSON

F-RF-110(9)
7577

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

April 1, 1971

Pacific Northwest Bell Telephone Company
421 S. W. Oak Street
Portland, Oregon 97204

Re: Telephone Line Conflict
Siletz River (Kernville) Bridge Section
Oregon Coast Highway
Lincoln County

ATTENTION: Right of Way Supervisor

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on May 27, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted.

Attached hereto is a list of conflicts totaling ten (10) in number, all of which are located on private property and, therefore, are reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for all the work to be done and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. F. W. Sugnet, Regional Utility Engineer, 2906 East State Street, Salem, Oregon 97310, telephone 378-2626, at the earliest possible date in order to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. H. H. Patterson, P. O. Box 37, Newport, Oregon 97365, telephone 265-7391, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Patterson. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. F. W. Sugnet.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
R. D. Asburry
H. H. Patterson
F. W. Sugnet

RECEIVED
APR 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LIST OF CONFLICTS

Utility: Pacific Northwest Bell Telephone Company
Project: Siletz River (Kernville) Bridge Section
Highway: Oregon Coast
County: Lincoln

Sheet 1 of 1 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Telephone Line	All poles are measured from R/W ℄					
#678	45+15	90'	E		X	R/W 22251
#677	47+25	172'	E		X	R/W 45131
#676	42+50	190'	E		X	"
#675	49+50	218'	E		X	"
#674	50+08	210'	E		X	"
#673	52+38	172'	E		X	"
#672	53+05	160'	E		X	"
#671	53+79	148'	E		X	"
#670	55+05	120'	E		X	"
#669	57+77	104'	E		X	"
Under terms of written easement #71						

RECEIVED
APR 8 1970
FOR FILING

F-RE-[illegible](9)

7577

April 1, 1970

Mr. Kessler Cannon
Assistant to the Governor
State Capitol
Salem, Oregon 97310

Dear Mr. Cannon:

This is in response to Mr. Scott Kirk's March 27 letter in which he suggests a meeting with you to discuss the following projects:

Manzanita-Nedonna Beach Section, Oregon Coast Highway
Siletz River (Kernville) Bridge Section, Oregon Coast Highway
Cape Arago Highway - Woodland Drive Section, Empire - Coos Bay Highway

We are available at your convenience and will appreciate discussing the matters with you just as soon as possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young

RLP:ms:fn sr

1859

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

March 27, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

The following projects have been referred to the appropriate State agencies for review:

MANZANITA-NEDONNA BEACH SECTION, OREGON COAST HIGHWAY
SILETZ RIVER (KERNVILLE) BRIDGE SECTION, OREGON COAST HIGHWAY
CAPE ARAGO HIGHWAY - WOODLAND DRIVE SECTION, EMPIRE -
COOS BAY HIGHWAY

With reference to the first two proposals, both the Fish and Game Commission expressed reservations and the Department of Environmental Quality indicated concern regarding the Siletz River Bridge.

While there were no adverse comments regarding the Cape Arago Highway proposal, Mr. Kessler Cannon has requested that he meet with you on all three in the interest of resolving the differences which exist.

It will be greatly appreciated if you will contact Mr. Cannon at your earliest convenience to arrange for a meeting.

Sincerely yours,

Scott Kirk

Scott Kirk, Manager
Federal Aid Coordination Unit
Program Planning Division
22 Capitol

WK:mv

copy to Young
4-6-70

RECEIVED
MAR 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RLP met with Cannon
4-9-70

F-RF-110(9) Siletz R. (Kernville) Bridge 1971
Sec., of Oregon Coast Hwy.,
#7577 (Grad., pav., struct., sign.) #1

A&R 52270

4-22-

RECEIVED
[illegible]

1790

F-RF-110(4)

7577

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (oan)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

3271
Serial 214
26 Mar 1971

Mr. Ivan D. Merchant
Bridge Engineer
State of Oregon Highway Department
Salem, Oregon 97301

Dear Mr. Merchant:

Please find enclosed the permit for your proposed new Siletz River bridge at Kernville, Oregon.

It is requested that this office be kept informed on the progress of the work, including start of work, completion, removal of old structure, etc. When complete, a certification that construction and removal were in accordance with the drawings will be requested.

The contractor should submit letters for Notice to Mariners covering the cofferdams. If falsework is contemplated, a separate permit will be required from you.

Sincerely,

F. A. Goettel
F. A. GOETTEL
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Encl. (1) Permit

RECEIVED
MAR 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. E. JOHNSON

3-29-71
Copies sent
2 - Br Files
2 - R. D. Asbury
1 - Fed Hwy Adm
dh

NOTED
IVAN D. MERCHANT

SALISHAN
LEASEHOLDERS
INCORPORATED
POST OFFICE BOX 149
GLENEDEN BEACH, OREGON 97388

March 25, 1971

Edwards

Mr. R. L. Porter
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Porter:

We have learned with great satisfaction of the Coast Guard's decision to certify the Siletz River bridge at Kernville as designed by your agency. Please convey to Mr. Ivan Merchant our thanks for his cooperation and helpful information in reply to our inquiries.

NOTED
A. E. JOHNSON

Sincerely yours,

FOR THE BOARD OF DIRECTORS

Robert P Terrill

Robert P. Terrill, Ph.D.
Vice-Chairman

RPT:hi

Merchant
3.30

NOTED
R. L. PORTER

NOTED
TOM EDWARDS

RECEIVED
MAR 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDANT
U.S. COAST GUARD
WASHINGTON, D.C. 20591

BRIDGE PERMIT
(174-70)

19 MAR 1971

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled "General Bridge Act of 1946," as amended (33 U.S.C 525-533), the consent of Congress was granted for the construction, maintenance and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS under Section 502(b) of that act, the authority of which was transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and delegated by the Secretary to the Commandant, U. S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations, it is required that the location and plans for such bridges be approved by the Commandant before construction is commenced and in approving the location and plans of any such bridge, the Commandant may impose any specific conditions relating to the construction, maintenance and operation of the structure which he deems necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS the - STATE OF OREGON - has submitted plans and a map of location of a bridge to be constructed across the Siletz River at Kernville, Oregon;

NOW THEREFORE, This is to certify that the location and plans dated 23 March 1970 are hereby approved by the Commandant, subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. The construction of falsework, pilings or other obstructions, if required, shall be accomplished in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken, but in no case later than ninety days after the bridge has been opened to traffic.

19 MAR 1971

BRIDGE PERMIT: Bridge across the Siletz River at Kernville, Oregon
(174-70)

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of any federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.

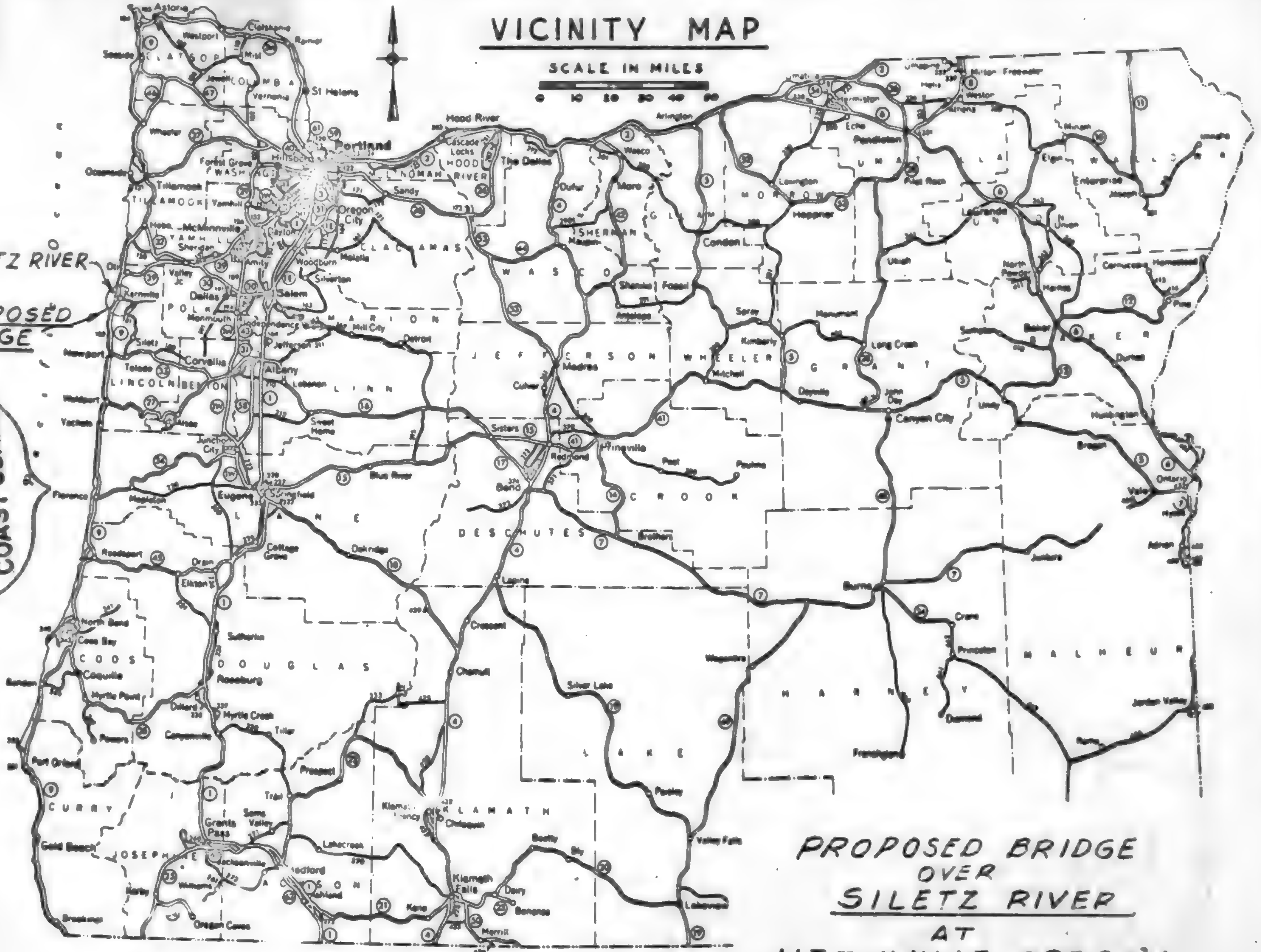
4. The existing U. S. Highway 101 bridge shall be removed in its entirety from the waterway and the waterway cleared to the satisfaction of the Commander, Thirteenth Coast Guard District. Concrete of all piers and the abutments shall be removed down to any subfoundation such as piling or solid rock. The bridge approach piling should be entirely pulled or cut off below the existing ground line. A period of 90 days subsequent to completion of construction of the new U. S. Highway 101 bridge will be allowed for such removal and to clear the waterway.

5. The approval hereby granted shall cease and be null and void unless the actual construction of the bridge is commenced within 2 years and completed within 4 years after the date of this permit.

REHammond

R. E. HAMMOND
Rear Admiral, U. S. Coast Guard
Chief, Office of Operations

VICINITY MAP

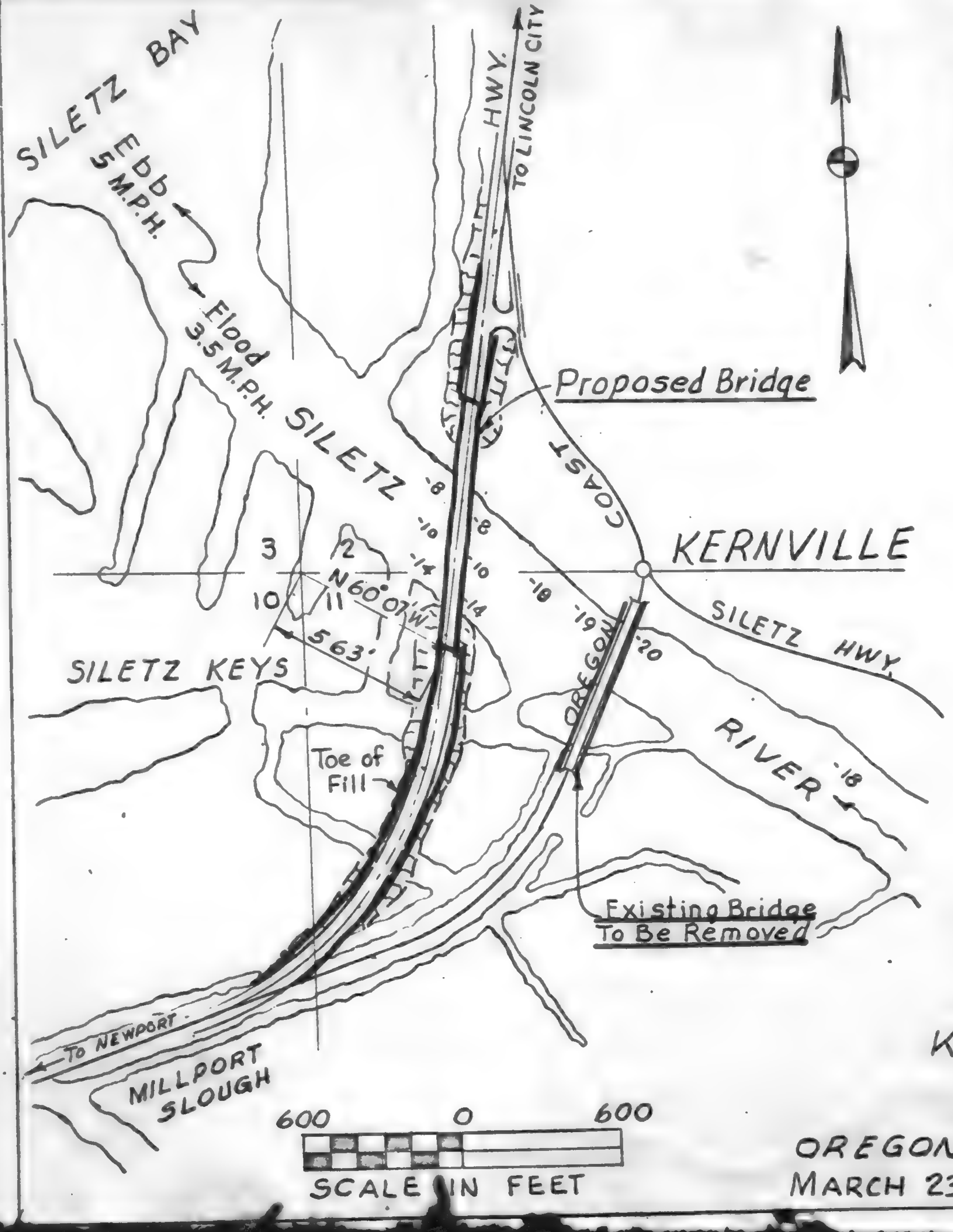

SCALE IN MILES
0 10 20 30 40 50
SILETZ RIVER
PROPOSED BRIDGE
Portland
Salem
Eugene
Bend
Klamath Falls

APPROVED
MAR 19 1971
U.S.
COAST GUARD

PROPOSED BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MARCH 23, 1970
SHEET 1 OF 4

APPROVED: PORT OF NEWPORT
President
Secretary

ENCLOSURE NO. 9

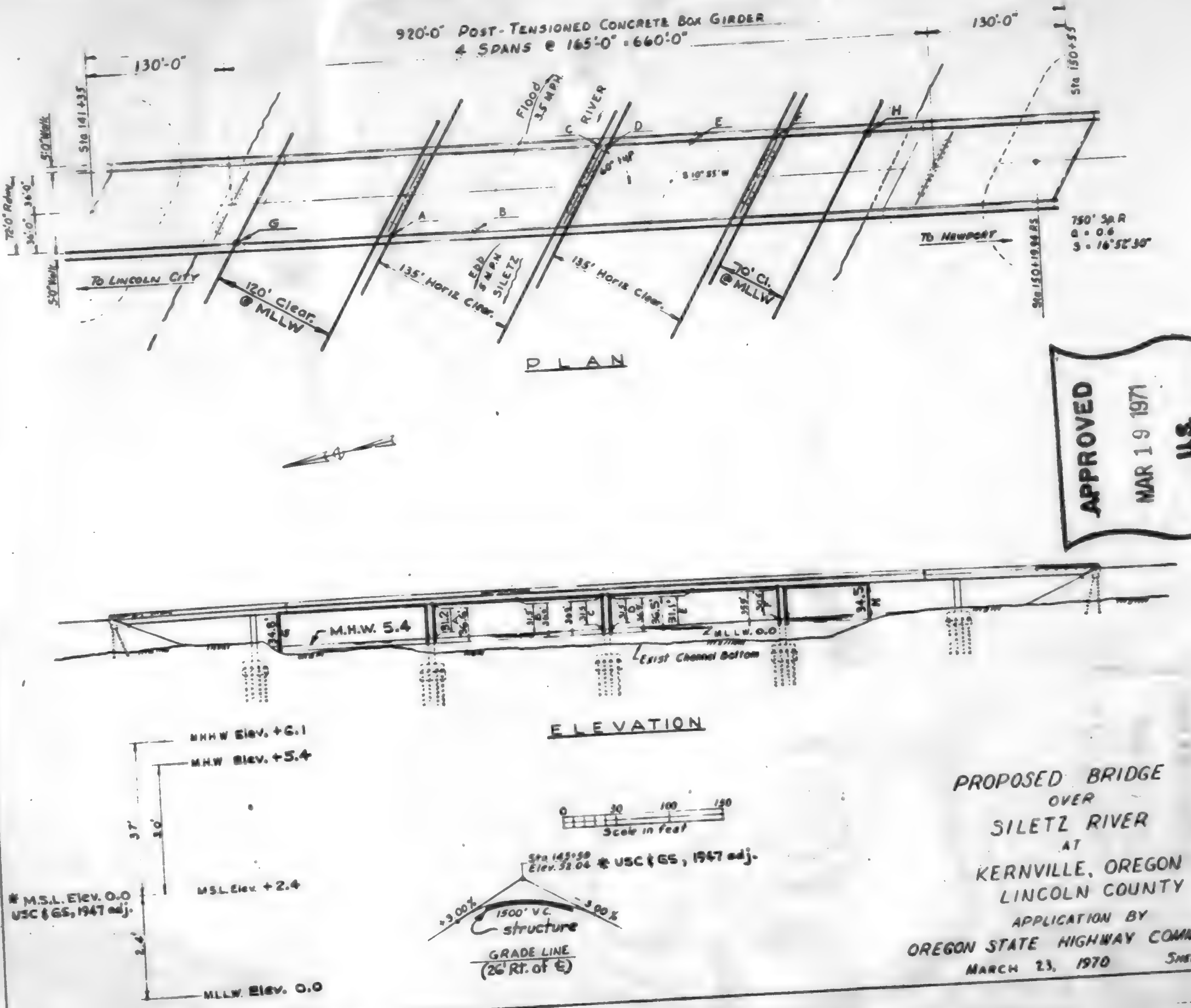

SILETZ BAY
Ebb 5 M.P.H.
Flood 3.5 M.P.H.
SILETZ
HWY.
TO LINCOLN CITY
Proposed Bridge
COAST
KERNVILLE
SILETZ HWY.
RIVER
OREGON
SILETZ KEYS
3
12
10
11
N60°07'W
563'
8
10
14
18
19
20
Toe of Fill
Existing Bridge To Be Removed
To NEWPORT
MILLPORT SLOUGH
600
0
600
SCALE IN FEET

APPROVED
MAR 1 9 1971
U.S.
COAST GUARD

SEC.2 T.8.S. R.11W. W.M.

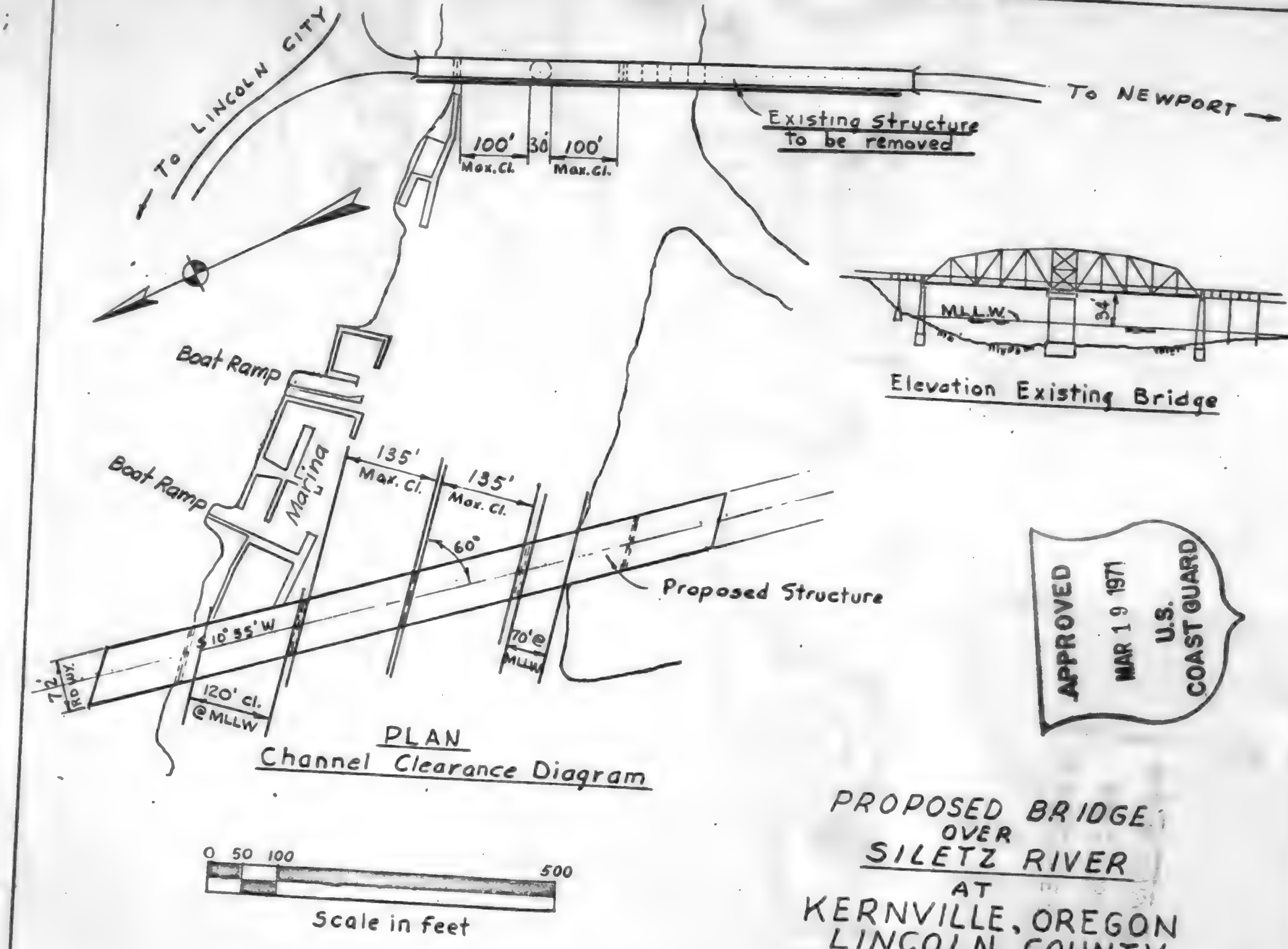
Soundings are in feet and refer to mean lower low water elev., 2.4' below mean sea level. U.S.C.& G.S. (1947)

PROPOSED BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MARCH 23, 1970 SHEET 2 OF 4


920'-0" Post-Tensioned Concrete Box Girder
4 Spans @ 165'-0" = 660'-0"
130'-0"
130'-0"
Sta 141+35
5'-0" Walk
72'-0" Rdwy
36'-0"
36'-0"
5'-0" Walk
To Lincoln City
G
A
B
C
D
E
H
Flood 3.5 MPH
RIVER
SILETZ
Ebb 4 MPH
120' Clear. @ MLLW
135' Horiz Clear.
135' Horiz Clear.
70' Cl. @ MLLW
To Newport
Sta 150+55
Sta 150+19.94 RS
750' Sp. R
PLAN
M.H.W. 5.4
34.8
34.5
MLLW 0.0
Exist Channel Bottom
ELEVATION
MHHW Elev. +6.1
MHW Elev. +5.4
37'
30'
M.S.L. Elev. +2.4
2.4'
* M.S.L. Elev. 0.0
USC & GS, 1947 adj.
MLLW Elev. 0.0
0
50
100
150
Scale in feet
Sta 145+50
Elev. 52.04 * USC & GS, 1947 adj.
+3.00%
-3.00%
1500' V.C.
℄ structure
GRADE LINE
(26' Rt. of ℄)

APPROVED
MAR 19 1971
U.S.
COAST GUARD

PROPOSED BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MARCH 23, 1970
SHEET 3 OF 4



To LINCOLN CITY
To NEWPORT
Existing Structure to be removed
100' Max. Cl.
30'
100' Max. Cl.
Boat Ramp
Boat Ramp
Marina
135' Max. Cl.
135' Max. Cl.
60°
Proposed Structure
S 10°35' W
72' RD WY.
120' Cl. @ MLLW
70' @ MLLW
MLLW
34'
0
50
100
500

PLAN
Channel Clearance Diagram

Scale in feet

Elevation Existing Bridge

APPROVED
MAR 1 9 1971
U.S.
COAST GUARD

PROPOSED BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MARCH 23, 1970
SHEET 4 OF 4

RECEIVED
[illegible] 2 - 1971
FOR FILE

OREGON STATE
HIGHWAY DIVISION

F-RF-110(9)

7577

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 29, 1971

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

NOTED
A. E. JOHNSON

Dear Sir:

Siletz River near Kernville, Oregon
Public Notice Number 70-30

At the public hearing on the Siletz River Bridge on January 21, 1971, in response to your hearing notice No. 70-30, Mr. Charles McKenzie, President of the Chamber of Commerce from Gleneden Beach, referred to a Greyhound Bus Lines letter. Mr. McKenzie did not have this letter at the time and requested the Highway Division to send copies of this letter to you. I am enclosing two copies of the letter from the Greyhound Bus Lines for inclusion in the minutes of the January 21 hearing.

In my presentation for the Oregon State Highway Division certified copies of the transactions of an October 16, 1969, corridor and design public hearing were incorporated into the minutes of the meeting. There should have been attached to the two copies of the transactions copies of the corridor and design hearing map. I neglected to hand these to you at the hearing and I am now enclosing two copies to make the transactions of the October 16, 1969, meeting complete.

Please accept the above-mentioned material for inclusion in the record.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

RECEIVED
JAN 29 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

IDM:dh
Enclosures
cc A. E. Johnson

EB 5 1971
OR FI
RF-110(9)
577

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

January 27, 1971

Klaboe

Commander
Thirteenth Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Att: Captain Goettel

Re: Public Notice 70-30

Dear Sir:

I approve of the proposed bridge over the Siletz River at Kernville proposed by the Oregon State Highway Commission.

The State Water Resources Board sent your Notice of Public Hearing to seventeen natural resource agencies of the State of Oregon. No adverse comments were received. The Department of Transportation, State Ports Division, highly endorsed the bridge design plans.

I ask you include this letter in your transcript of the hearing record.

Sincerely,

F. B. KLABOE

Governor

TM/rh

cc: Oregon State Highway Division
Department of Transportation,
Ports Division
State Water Resources Board

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 2 - 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
R. L. PORTER

TOM

COPY

RECEIVED
JAN 29 1971
FOR FILING

E-KF-110(9)

7577

January 27, 1971

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon 97501

Dear Mr. Jackson:

This concerns our telephone conversation of this morning relative to the proposed new Oregon Coast Highway bridge across the Siletz River at Kernville.

The existing structure was built in 1926. It is a narrow, obsolete through-truss swing span and is completely inadequate for modern-day traffic. The average daily traffic in this vicinity is 9,000+ cars per day, with the holiday peak loads being much higher.

On September 30, 1969, the Highway Commission directed that this project be placed on a construction schedule and instructed the Highway Engineer to hold necessary hearings and prepare plans and specifications for a new modern facility.

A public hearing was held in Gleneden Beach in October 1969. The consensus of those testifying, which included the Port of Newport, the public body that has control of this area, was that the proposed vertical clearance of 31 1/2 feet and the proposed horizontal clearance of 135 feet were adequate.

Records of this agency indicate that the existing bridge has been opened 12 times in the past 12 years and not at all during the last four years.

The proposed fixed span would provide for an additional five feet of clearance in the vertical plane and 35 feet of clearance in the horizontal plane over the existing bridge. The new structure has been designed with care so that it will blend in with the local environment and not be a blight on the coastal scenery. The piers are placed so as not to interfere with the normal operations of the river.

We requested Coast Guard approval for the fixed span for two specific reasons; first, at the public hearing held by this agency, the Port Commission approved the plan indicating that any long-range development of the Port would visualize commercial operations below the bridge with sport fishing and pleasure crafts upstream; secondly, there is a very material difference in the cost. The proposed structure will be all concrete, will be of pleasing appearance, and will be relatively maintenance free. The lift span will necessitate steel construction, which is always a problem in the coastal area and will result in increased construction costs of at least $2 million.

As you know, our committed construction schedule is very tight and any substantial overrun in a scheduled project means that something else will have to be delayed or the project itself deferred until a later time.

Because of protests from the Masters, Mates & Pilots and one or two tugboat operators, the Coast Guard recently held a hearing on its own. While the testimony was still largely in favor of the State's proposal, the Port of Newport apparently changed its mind. While we do not know how the Coast Guard will rule on the application, there is a good possibility that we will be turned down because of protests that were received.

I am enclosing an editorial from this morning's Salem Statesman, which expresses their opinion of the problem. If you could secure a like expression from the Oregonian, it might have a good effect on our cause. The Coast Guard, like all other public agencies, is sensitive to public opinion. It seems to me where we have from 9,000-10,000 cars per day versus only a rare passage of a boat or river vessel, the public's interests are served in favoring the motorist.

I understand that State Senator Ouderkirk has contacted some of our Congressional people and is asking them to intervene in behalf of the State with the Coast Guard in Washington.

If anything further is needed, please let me know.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

Enc.

cc Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
R. B. Sipprell

The Oregon Statesman
SALEM FOUNDED 1851 OREGON
"No Favor Sways Us; No Fear Shall Awe." — From First Statesman, March 28, 1851
Charles A. Sprague—Editor and Publisher—1929-1969
WALLACE A. SPRAGUE, Publisher
ROBERT SPRAGUE, Co-Publisher
HUNT CLARK, Circulation Manager
WENDELL WEBB, Editor
J. WESLEY SULLIVAN, Associate Editor
ROBERT E. GANGWARE, Managing Editor

Threat to Coast Bridge

An important coastal bridge is a bit closer this week to being sidetracked as the result of a hearing held by the Coast Guard at Gleneden. At stake is a new bridge at Kernville to replace the narrow structure built in 1926 when Henry Ford was still making the Model T.

All bridges over navigable streams must be approved by the Coast Guard. Hence the hearing. The highway commission proposes to build a modern bridge with a 31-foot clearance over the river. Tugboat operators contend the span should be 60 feet high.

At previous hearings the Port of Newport has supported the highway commission plan, but last week a majority of the board voted for a higher structure.

Any attempt to substitute a bridge with a lift span or a higher clearance will force costs up dramatically and set the $4 million project back for years.

Tugboat operators contend the high clearance is necessary to accommodate ocean-going tugs bringing barges carrying wood chips and logs out of the river. The narrow Siletz is only navigable for about 12 miles. For most of that area, the river is lined with fishing docks, summer homes and farms. It is one of the prime recreational rivers in the state. It is impossible to envision it encumbered with ocean-going tugs. The river hasn't been used for logging for decades. The present low span hasn't been opened for river traffic in five years.

All the logging in the area is now oriented to trucks, as a Georgia-Pacific representative pointed out at the hearing.

The Coast Guard office in Seattle is accepting letters on the proposed bridge until Jan. 31, so there still is time to lodge an opinion before a decision is made.

The thousands of Mid-Valley people who travel the 20 Miracle Miles have an interest in erasing the bottleneck and traffic hazard represented by the present bridge at Kernville.

~~sion, counsellor to the public utilities commissioner and president of First Federal Savings and Loan Association.~~

~~He was active in both political and community work, a quiet man of conviction and dedication, and he passed these attributes on to his family.~~

~~His death this week gives pause for reflection that it takes strong thread to weave the fabric of a stable society.~~

An Historic Route

Direct, four-lane access has been opened to Oregon City and the Clackamas county area from Salem with the recent opening of I-205 from the Freeway to the new Oregon City Bridge.

It takes a bit of doing to alter the old habit patterns of using Highway 99-E, but the change is well worth the effort. The new route goes through the rolling hills north of Wilsonville, within sight of the Tualatin River and then along the west bank of the Willamette to West Linn. Along the way, it provides a dramatic, new overlook of the Oregon City Falls.

This is an historic route. In pioneer times, the Willamette was the "road" up the Valley. But a shortcut was made overland from Oregon City to approximately the site of Champoeg. It was in the Champoeg area that the dense forests along the river gave way to prairie land, so it made a natural stopping place, botn for river travellers and those making the overland ride from Oregon City.

Today's travellers span the area in minutes, but whereas the pioneers made little change in the country through which they passed, I-205 cuts a wide, permanent swath through what was, until a few months ago, a quiet area of small farms.

One of the benefits of the new highway will accrue to the local traffic along Highway 99-E from Salem north. Much of the 99-E through traffic to the Oregon City area will now be diverted to the Freeway and I-205.

RECEIVED
JAN 26 1971
FOR FILE

F-RF-110(9)

1577

January 26, 1971

Mr. G. W. Biddle, Realtor
Beach Properties
Post Office Box 273
Lincoln City, Oregon 97367

Dear Mr. Biddle:

Thank you for your January 25 letter concerning the Kernville Bridge.

The recent hearing was conducted by the U. S. Coast Guard and not by this agency.

I suggest you send a copy of your remarks to the Commander, Thirteenth Coast Guard District, Aids to Navigation Branch, 618 Second Avenue, Seattle, Washington, 98104, and request that they be made a part of the official hearing.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
Victor D. Wolfe

PROPERTY MANAGEMENT
MORTGAGE LOANS
RENTAL SERVICE
SUBDIVISIONS
APPRAISALS

Beach Properties

BUSINESS INVESTMENTS
INCOME PROPERTIES
MOTEL SPECIALISTS
VIEW LOTS
HOMES

P. O. BOX 273
LINCOLN CITY, OREGON 97367
TELEPHONE 994-2121

REFERRED TO
Admin
BY SECRETARY

January 25, 1971

Oregon State Hiway Department
Salem, Oregon 97300

Attn: Kernville Bridge Hiway 101

Dear sir,

We could not make the meeting on the controversy over the height of the proposed new bridge at Kernville. We would like to go on record as being in favor of getting the bridge built as proposed and have it built as soon as practibale. There has been numerous wrecks on the curve just to the north. The bridge is very narrow and is the cause of many scrapped fenders and close calls. There are more and more campers, mobil homes, motor homes, Trucks, buses, ect, ect, every day and since we drive the bridge daily with customers looking at real estate, we feel that the new facility will be much safer, and that it should be built as proposed with out delay.

Yours very truly

G. W. Biddle

G.W. Biddle, Realtor

RECEIVED
JAN 26
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 26
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 25 1971

OREGON STATE
HIGHWAY DIVISION

F-RF-110(9)

HIGHWAY BUILDING • SALEM, OREGON • 97310
7577

January 21, 1971

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

NOTED
A. E. [illegible]

Dear Sir:

U. S. Coast Guard Public Hearing
Siletz River at Kernville, Oregon

In response to your Public Notice No. 70-30 under date of December 16, 1970, the Oregon State Highway Division desires to make a statement. I hand you herewith two copies of three pages each titled

"Siletz River (Kernville) Bridge Section

Project Description".

The above mentioned "Project Description" refers to a corridor and design public hearing held by the Oregon State Highway Division on October 16, 1969, and refers to two certified copies of the transcript of that hearing. I hand you hereby the two certified copies of the transcript of the October 16 hearing. Attached to each of these certified transcripts is a double-letter-size plan of the proposed project.

No copies or prints of the wall displays used in the Highway Division's oral presentation are included as these are covered by material attached to the Public Notice 70-30 and the double-letter-size plan mentioned above.

Please accept the above mentioned material for inclusion in the minutes of this public hearing.

Very truly yours,

R. L. Porter
State Highway Engineer
By
Ivan D Merchant
Ivan D. Merchant
Bridge Engineer

RECEIVED
JAN 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

IDM:dh
Enclosures
cc A. E. Johnson ✓

January 19, 1971

W. S. (Stan) Ouderkirk, Senator

Re: Siletz River Bridge at Kernville

The existing structure at this location was built in 1926. Its inadequacies as to roadway alignment and width for modern-day traffic are well known. At their September 30, 1969, meeting, the Highway Commission placed the project on a construction schedule and directed the Highway Engineer to hold necessary public hearings and prepare plans and specifications for construction of a new facility.

A design and corridor hearing was held at Gleneden Beach in October 1969. It was the consensus of those attending the hearing and the Port of Newport, the public body that has control of the waterway, that the vertical and horizontal clearances proposed by the Highway Division, 31.5 feet and 135 feet respectively, were adequate and these clearances were approved by the Port of Newport and the Federal Highway Administration. The existing bridge is narrow and most certainly inadequate to handle the current-day traffic load and most certainly entirely inadequate for traffic which will be experienced a few years hence due to normal traffic growth expectancies.

The existing bridge is a swing span. Inspection of the record of openings indicates that it has only been opened 12 times in the past 12 years and not at all during the past four years. The fixed span which is proposed provides for an additional five feet of clearance over that existing in the vertical plane and 35 feet additional clearance in the horizontal plane. Design has been very carefully thought out to the end that the structure will not be an architectural blight upon the local scenery, that the piers are so placed as not to interfure with operations of the river, either for river traffic or for operations of the mooring facilities which will encompass one of the piers as an anchor. We would request consideration of the Coast Guard in approval of the fixed span for two specific reasons: the Coast Guard in approval of the fixed span for two specific reasons: the Coast Guard in approval of the fixed span for two specific reasons:

RECEIVED
MAR 18 1971

F-KF-110(4)

7577

January 11, 1971

Mr. Fred Weakley
Manager, Port of Newport
P. O. Box 921
Newport, Oregon 97365

Dear Mr. Weakley:

On the day prior to the Highway Commission meeting held January 7, you phoned in stating that you wished to cancel your appearance on January 7 concerning the proposed Kernville Bridge.

The next Commission meeting is scheduled for February 16 in Room 122 of the State Highway Building in Salem.

If you wish to schedule an appearance at that meeting, please let us know and we will set a time.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fm

cc R. L. Porter
Tom Edwards

10:30

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 17, 1970

Mr. Fred Weskley
Manager, Port of Newport
P. O. Box 921
Newport, Oregon 97365

Dear Mr. Weskley:

This will confirm our telephone conversation of December 16, 1970, in which you requested an appearance by yourself and others to appear before the Commission at its next meeting concerning the proposed construction of the bridge at Kernville.

The next Highway Commission meeting is set for Tuesday, January 5, 1971, in Room 122 of the State Highway Building in Salem. We have reserved for your group 15 minutes of time beginning at 10:30 a.m.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr

cc Commission
R. L. Porter
T. Edwards

RECEIVED
DEC 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Coast Guard hearing
Jan. 21
2 P.M.
Gleneden Beach Community Club-Hall
Cancelled

STATE WATER RESOURCES BOARD
500 Public Service Building
Salem, Oregon 97310

Date January 4, 1971

Attached are copies of a Public Notice received from the United States Coast Guard District, Corps of Engineers, on December 18, 1970.

Permit request submitted by: Commandant, U. S. Coast Guard

Descriptive File No. Public Hearing on proposed bridge - Siletz R. at Kernville, Oregon

Please return your comments to the State Water Resources Board by: January 22, 1971.

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (oan)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

3271
Serial 924
16 December 1970
Public Notice No.70-30

NOTICE OF PUBLIC HEARING
ON
PROPOSED BRIDGE

SILETZ RIVER, MILE 2.0, AT KERNVILLE, OREGON

NOTICE IS HEREBY GIVEN that the Commandant has authorized a public hearing to be held by the Commander, Thirteenth Coast Guard District at Gleneden Beach Community Club Hall, Gleneden Beach, Oregon. This hearing will start at 2:00 p.m. on 21 January 1971.

Authority for this action is set forth in Section 502, 60 Stat. 847, as amended, Sections 4(f) and 6(g)(6)(C), 80 Stat. 934 and 941, as amended; 33 U.S.C. 525, 49 U.S.C. 1653(f) and 1655(g); and 49 CFR 1.46(c)(10)(35 FR 4959).

The purpose of the hearing is to consider the application dated 21 July 1970 from the Oregon State Highway Division for approval of the location and plans to construct a bridge across the Siletz Rilver, mile 2.0, at Kernville, Oregon. Interested parties were given opportunity until 21 Aug 1970 to submit written comment on the application to the Commander, Thirteenth Coast Guard District by Public Notice No. 70-18, dated 27 July 1970. This application has generated controversy and this hearing is being held to gather additional information from all sources in this regard.

The plans submitted by the applicant show the bridge to have clearances within the navigational spans of 31.2 feet vertical above mean high tide and 135 feet horizontal, normal to the direction of flow. Copies of the drawings are attached.

All interested persons may present data, views, and comments orally, or in writing at the public hearing concerning the impact of the proposed bridge on land and water transportation, potential commercial development and on the environment, including but not limited to the impact of the bridge as it relates to recreational areas, wildlife and waterfowl refuges, public parks and historical sites which are of National, State or local significance as determined by the Federal, State or local officials having jurisdiction thereof. The hearing will be an informal one conducted by a representative of the Commander, Thirteenth Coast Guard District who will make an opening statement presenting a brief summary of the proposed structure. Interested persons will then have an opportunity to present their oral statements. Additional procedures for conduct of the hearing will be announced at the hearing.

To Al Johnson / appear hearing + submit statement

1-14-71: AEJ + Merchant will attend + make presentation

NOTED
TOM EDWARDS

Public Notice - Hearing
Proposed bridge - Siletz River

A transcript of the hearing will be made and anyone may buy a copy of the transcript from the reporting service. Interested persons who are unable to attend this hearing may also participate in this consideration by submitting written data, views, arguments, or comments as they may desire on or before 1 February 1971. All submissions should be made in writing to:

Commander
Thirteenth Coast Guard District
Attn: Aids to Navigation Branch
618 - 2nd Avenue
Seattle, Washington 98104.

It is requested that each submission state the subject to which it is directed, the reason for any recommendation, and the name, address and firm or organization, if any, of the person making the submission. Each communication received within the time specified will be fully considered and evaluated before final action is taken on the proposal in this public notice. Copies of all written communications received will be available for examination by interested persons at the office of the Commander, Thirteenth Coast Guard District.

After the time set for the submission of comments by the interested parties, the Commander, Thirteenth Coast Guard District will forward the record, including all written submissions and his recommendations with respect to the proposals and the submissions, to the Commandant, U. S. Coast Guard, Washington, D.C. The Commandant will thereafter make a final determination with respect to these proposals.

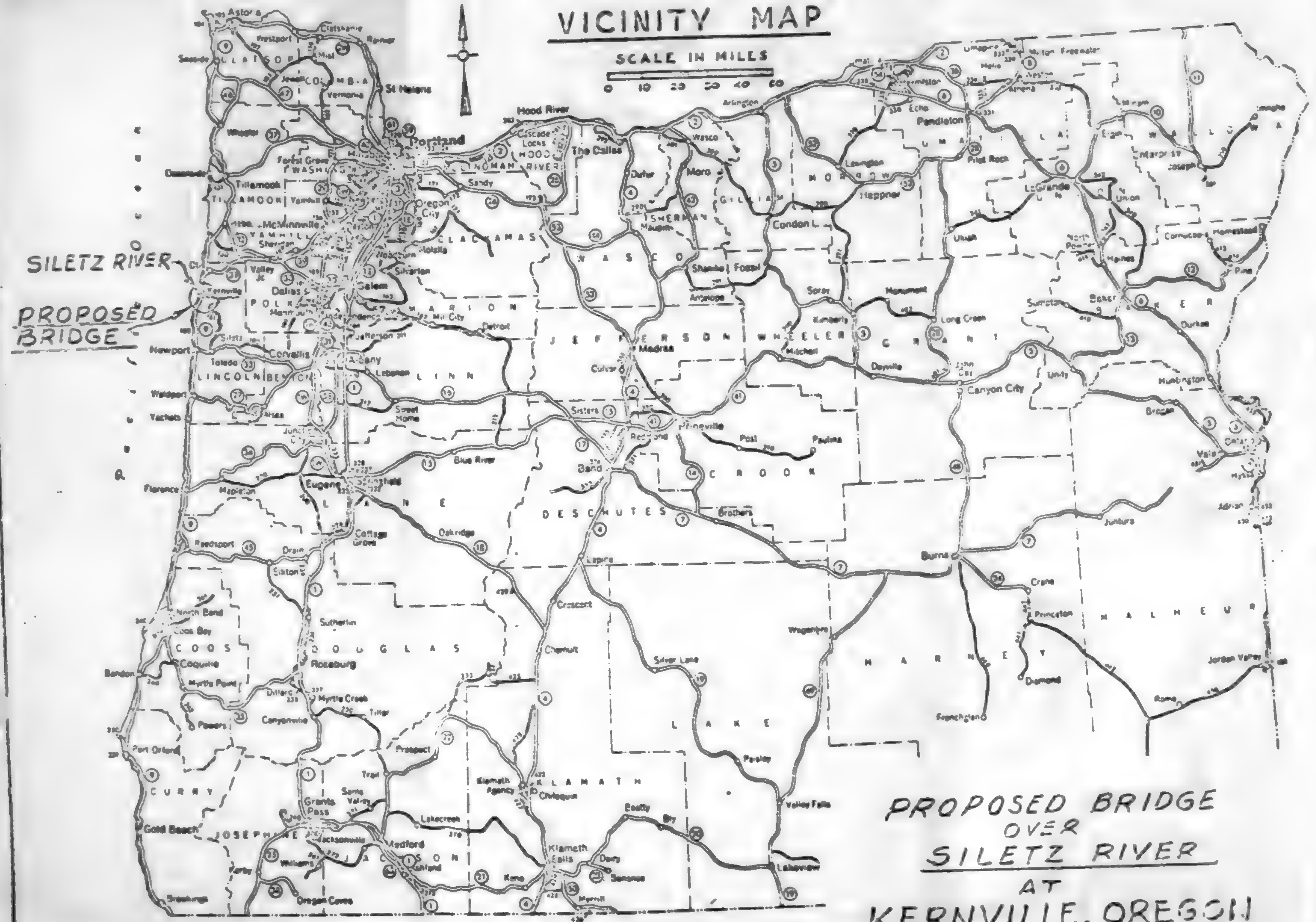
This Public Notice consists of 2 pages and 4 sheets of drawings.

F. A. GOETTEL
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Encl.(1) Drawings

RECEIVED
JAN 4 197
OFFICE OF
STATE HIGHWAY ENGINEER

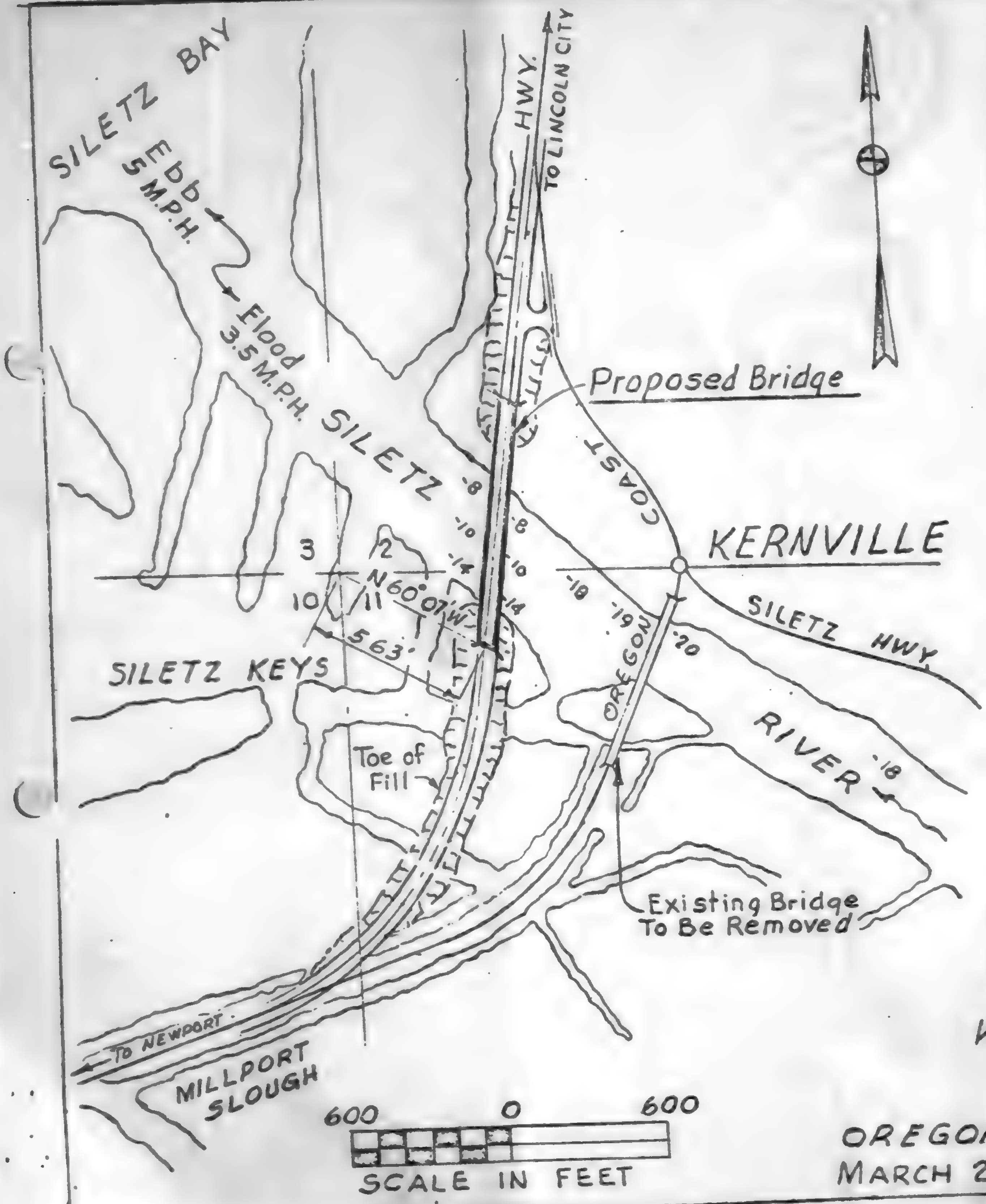
VICINITY MAP


SCALE IN MILES
0 10 20 30 40 60
SILETZ RIVER
PROPOSED BRIDGE
Portland
Salem
Eugene
Newport
Kernville
Toledo
Corvallis
Albany
Astoria
Tillamook
Medford
Klamath Falls
Bend
Pendleton
The Dalles
Hood River
Burns
Roseburg
CLATSOP
COLUMBIA
TILLAMOOK
WASHINGTON
YAMHILL
POLK
MARION
LINCOLN
BENTON
LINN
LANE
COOS
DOUGLAS
CURRY
JOSEPHINE
JACKSON
KLAMATH
CLACKAMAS
MULTNOMAH
HOOD RIVER
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
UNION
WALLOWA
BAKER
GRANT
WHEELER
JEFFERSON
CROOK
DESCHUTES
LAKE
HARNEY
MALHEUR

PROPOSED BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSIO
MARCH 23, 1970 SHEET 1 OF 4

APPROVED: PORT OF NEWPORT
President
secretary

PUBLIC NOTICE NO. 70-18 (Bridges)

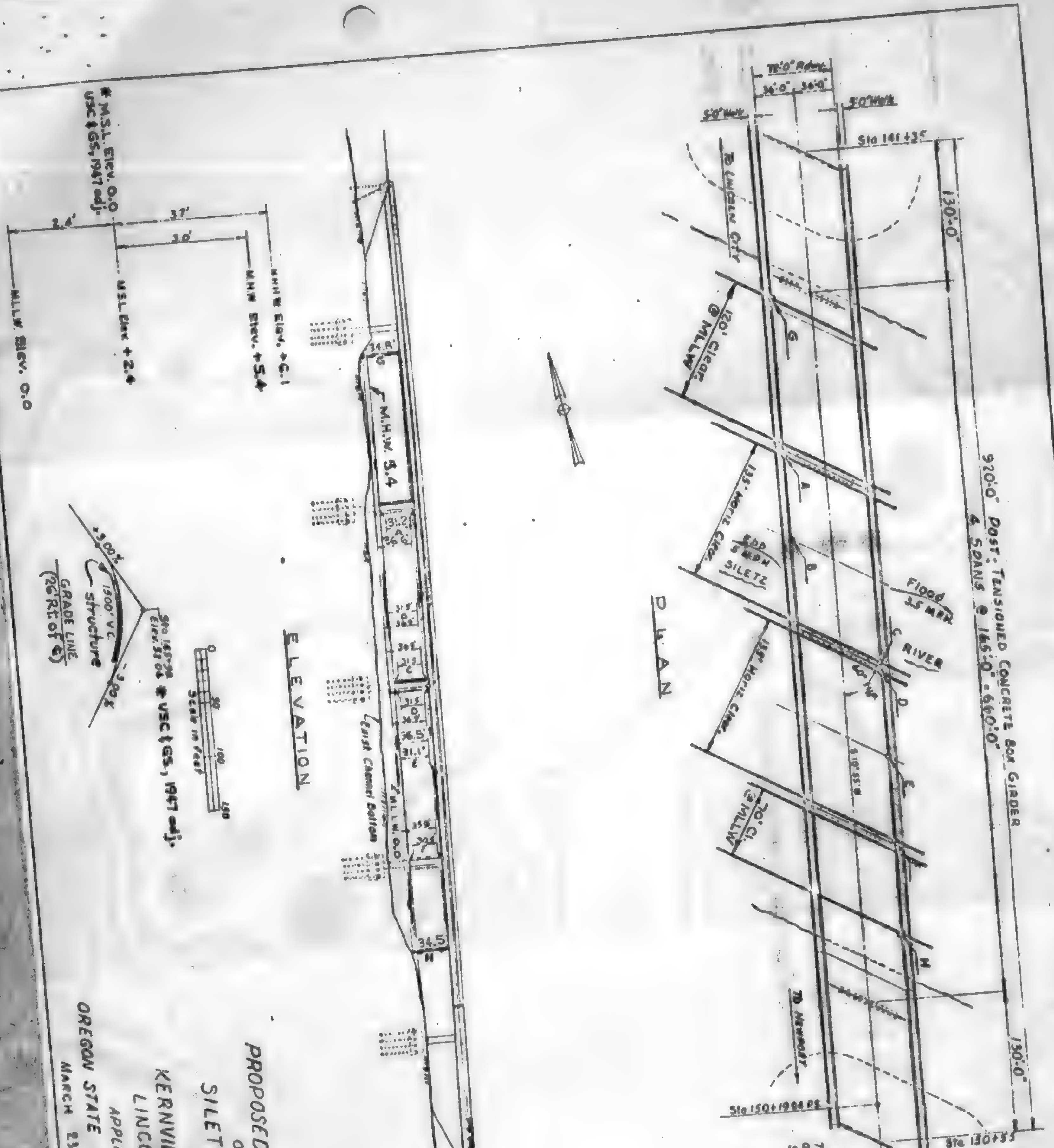

SILETZ BAY
Ebb 5 M.P.H.
Flood 3.5 M.P.H.
SILETZ
HWY.
TO LINCOLN CITY
Proposed Bridge
COAST
KERNVILLE
SILETZ HWY.
RIVER
OREGON
3
2
10
11
N 60° 07' W
563'
SILETZ KEYS
Toe of Fill
Existing Bridge To Be Removed
To NEWPORT
MILLPORT SLOUGH
-8
-10
-14
-18
-19
-20
600
0
600
SCALE IN FEET

SEC.2 T.8S. R.11W. W.M.

Soundings are in feet and refer to mean lower low water elev., 2.4' below mean sea level. U.S.C.& G.S. (1947)

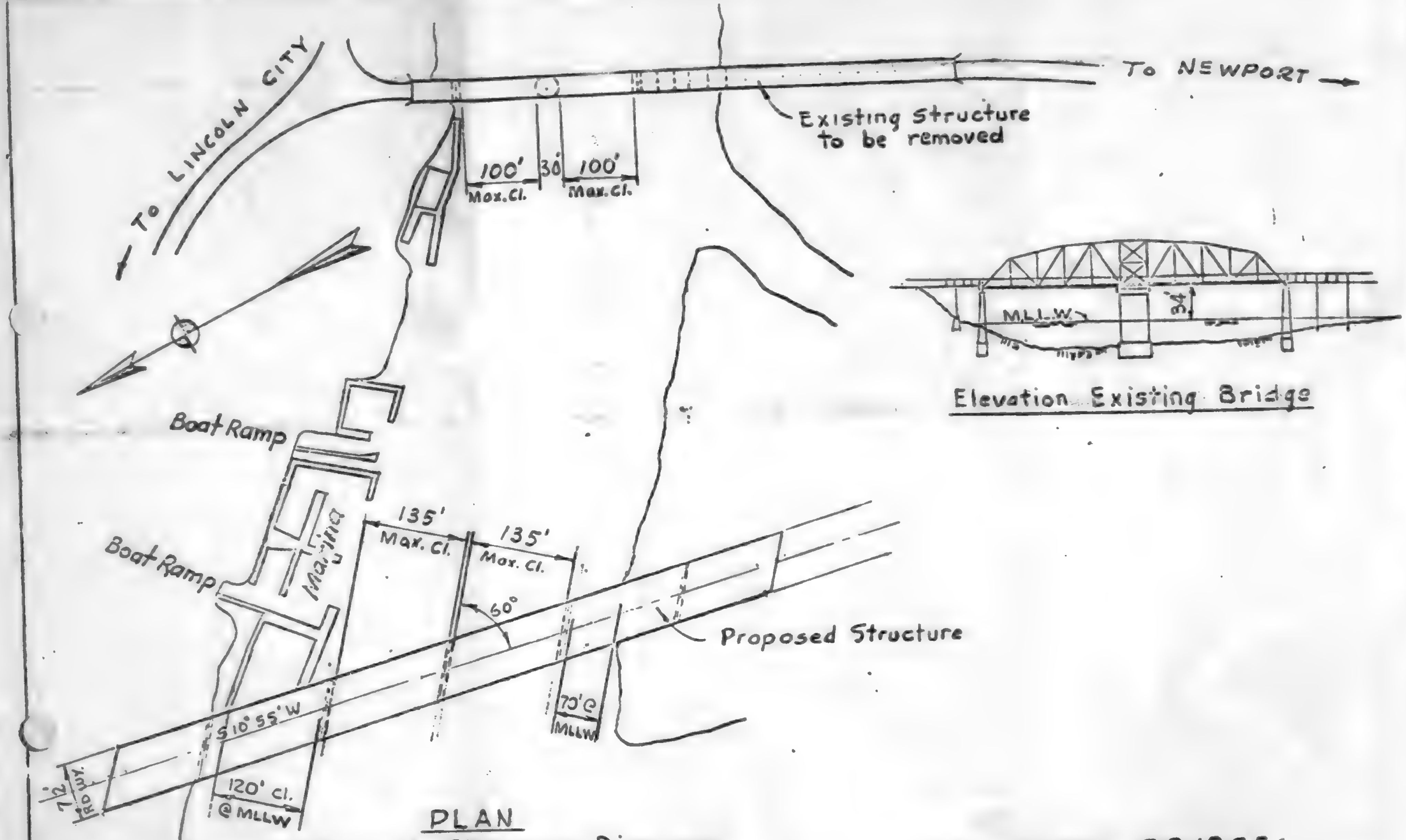
PUBLIC NOTICE NO.70-18(Bridges)

PROPOSED BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MARCH 23, 1970 SHEET 2 OF 4


PLAN
ELEVATION
920'-0" Post-Tensioned Concrete Box Girder
4 Spans @ 165'-0" = 660'-0"
130'-0"
130'-0"
78'-0" Rdwy.
36'-0"
36'-0"
5'-0" Walk
5'-0" Walk
Sta 141+35
Sta 130+55
Sta 150+19.84 PS
To Lincoln City
To Newport
120' Clear @ MLLW
135' Horiz. Clear.
135' Horiz. Clear.
70' Cl. @ MLLW
Ebb 5 MPH
Siletz River
Flood 3.5 MPH
M.H.W. 5.4
Exist. Channel Bottom
M.L.L.W. 0.0
34.8
34.5
Scale in feet
0
50
100
150
GRADE LINE (Rdwy of structure)
1900' V.C.
MHHW Elev. +6.1
MHW Elev. +5.4
MSL Elev. +2.4
MLLW Elev. 0.0
* M.S.L. Elev. 0.0 USC&GS, 1947 adj.

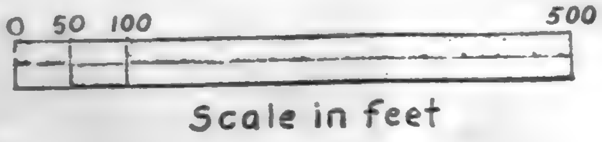
PROPOSED BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MARCH 23, 1970 SHEET 3 OF 4

PUBLIC NOTICE NO.70-18 (BRIDGES)


To LINCOLN CITY
To NEWPORT
Existing Structure to be removed
100' Max. Cl.
30'
100' Max. Cl.
MLLW
34'
Boat Ramp
Boat Ramp
Marina
135' Max. Cl.
135' Max. Cl.
60°
Proposed Structure
S10°55'W
72' Rd Wy.
120' Cl. @ MLLW
70' @ MLLW

Elevation Existing Bridge

PLAN
Channel Clearance Diagram



Scale in feet

PROPOSED BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MARCH 23, 1970 SHEET 4 OF 4

PUBLIC NOTICE NO. 70-18 (BRIDGES)

September 11, 1970

Proposed Siletz River Bridge at Kernville - Oregon Coast Highway

General:

1. Navigation permit for existing bridge issued March 29, 1926.
2. Existing structure has a total length of 713 feet with a 239-foot swing span.
3. End of log rafting in 1942.
4. 1968 ADT 4,850 vehicles, estimated 1989 traffic 10,000 vehicles.
5. First notice of a bridge replacement at Kernville Aug. 29, 1969.
6. Meeting with Port of Newport Manager Robert Baker Sept. 9, 1969 for a preliminary discussion on clearances.
7. Port of Newport clearances confirmed at a minimum of 30 feet above MHW and 36 feet above MLLW.
8. Vertical clearances discussed informally with Northwest Rivers and Harbors Congress.
9. Corridor and Design public hearing held at Gleneden Beach Oct. 16, 1969.
10. A study of all available data made, including minutes of USED hearing on July 29, 1968, for improvements to Siletz River Bar and Bay, and preliminary structure layout completed.
11. A navigation permit for construction prepared and transmitted to the Coast Guard July 21, 1970.

Proposed Structure:

1. The proposed structure is located approximately 750 feet downstream at a 30° angle to the river.
2. The proposed structure has a 72-foot roadway and two 5-foot sidewalks. Span arrangements 1 - 130'; 4 - 165'; 1 - 130 post tension concrete box girder spans.

7 copies handed to Cdr Shields of Coast Guard.
Paul Sigut of Pac. Inland Navig.; Wilbur Smith of Smith-Knight Barge
Robert Hammel of Sause Bros; Adam Heineman of Port. of Port.
Herb Schell of FHA. AED, Ed Hardt and self at 2:00 PM mtg @
Coast Gd. Sta. on this date.
9/11/70.

3. Proposed clearances:

Horizontal	Vertical	
	MLLW	MHW
2 @ 135 feet	36.9 feet	31.5 feet

4. Approved by Port of Newport at regular meeting on April 13, 1970.

5. Public Notice 70-18 published by Coast Guard on July 27, 1970. Closing date Aug. 27, 1970.

Public Notice Response:

1. Letter dated Aug. 17, 1970 from Local 17 of Portland, Ore. from International Organization Masters, Mates & Pilots.
2. Letter dated Aug. 10 from Smith Tug and Barge Co. of Rainier, Ore.
3. Letter dated Aug. 14 from Sause Bros. Ocean Towing Co., Inc., of Portland, Ore.
4. Requested clearance by the above respondents:

	Horizontal	Vertical
Local 17, Masters, Mates & Pilots	200 feet	65 feet M.S.L.
Smith Tug & Barge Co.	175 feet	50 feet MHW
Drawspan for construction equipment	—	80 feet
Sause Bros.	175 feet	50 feet MHW

Summary:

1. Vertical and horizontal clearances proposed have been approved by the Port of Newport, the organization most intimately connected with the development of Siletz Bar and Bay.
2. No openings of existing swing span have been made since July 28, 1966. Infrequent use of construction equipment can be by mobile equipment barge loaded above the proposed bridge.

3. Best use of upper Siletz Bay and lower river is for sports fishermen and small boat moorages with the lower bay reserved for commercial development.

4. At the request of the Coast Guard a study has been made of providing for a movable span. The estimated cost on the basis of providing a span for future conversion is as follows: (Prints of Drawing Nos. 26801 and 26802 are attached.)

A.	Initial added cost		$1,219,000
B.	Future installation of towers, machinery, counterweights, control equipment, etc.		1,174,000
	Total		$2,393,000
C.	Additional cost due to escalation of construction costs at 2% per year for 10 years.		
	Item B above + 20%		$1,409,000
	Item A		1,219,000
	Total		$2,628,000
D.	Yearly maintenance of "Initial Installation"	$3,000	
E.	Yearly costs after conversion to a lift span. (This includes an item of $24,000 for full-time operation.)	$29,500	

5. The initial and future costs to provide a movable span cannot be justified on the basis of possible future requirements in view of the service history of the existing bridge and the proposed Siletz Bay and Bar development.

JAN 14 1971

F-RF-11C(9)

7577

NOTED
R. L. PORTER

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

REFERRED TO
admin
BY SECRETARY
1-8-71

January 7, 1971

[illegible] 1-12-71

Captain F. A. Goettel
Chief, Operations Division
Thirteenth Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Captain Goettel:

Reference is made to your notice of public hearing regarding the construction of a bridge on the Siletz River near Kernville, Oregon. The bridge will be constructed by the Oregon State Highway Division to improve Highway 101.

Representatives of our agency and the Oregon State Game Commission have previously met to discuss the proposed bridge across the Siletz River. As a result of that meeting, we obtained the understanding of this proposal and have no objection to the proposal at this time. We feel that the effects on the fish and wildlife resources of the Siletz estuary will suffer little damage as a result of this project. The Oregon State Game Commission concurs with our comments.

The opportunity to comment on this matter is appreciated.

Sincerely,

RICHARD L. ANGSTROM
AQUATIC BIOLOGIST

NOTED
TOM EDWARDS

RECEIVED
JAN 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Oregon State Game Commission
Oregon State Highway Division ✓
State Water Resources Board

NOTED
F.B. KLABOE

COPY

RECEIVED
DEC 29 1970
FOR [illegible]

F-RF-110(9)

7577

December 21, 1970

Mr. Lynn D. Steiger
County Planner
County of Lincoln
Newport, Oregon 97365

Dear Mr. Steiger:

Thank you for your comments on the proposed Siletz River Bridge at Kernville.

Before taking further action on this Division's request for navigational clearances, the Coast Guard is announcing another public hearing. I understand that this is because of protests by navigational interests and tugboat operators.

This agency has no control over Coast Guard hearings, but we urge all persons who have an interest in the matter to attend and testify so that their opinions may be placed in the official record. From information received at this office, there is strong support for the Highway Commission's proposal, and I believe that if enough favorable testimony is presented, the Coast Guard will ultimately grant the necessary clearances.

The hearing has been scheduled for January 21 at 2 p.m. in the Gleneden Beach Community Club Hall.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fm

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
A. E. Johnson
I. D. Merchant
H. S. Cox
R. D. Asburry

COUNTY PLANNER
LYNN STEIGER

COUNTY OF LINCOLN
Newport, Oregon 97365

December 17, 1970

R. L. Porter
State Highway Engineer
State Highway Building
Salem, Oregon

RE: Proposed Siletz River Bridge
at Kernville

Dear Mr. Porter:

The Lincoln County Planning Commission, who has control over land use planning and zoning on both sides of the Siletz River (both up and down stream), voted unanimously to go on record in support of the original Kernville bridge proposal - 31.5 feet above mean high tide and 135 feet per span.

Their decision was based on the land use plans adopted for the area which indicate that the land is most desirable and suitable for commercial uses in the Kernville area, and residential and recreation residential in all other readily accessible upriver and downriver areas except for those areas where sports fishing facilities exist or might be desirable which are indicated as recreation commercial.

It was not felt that either of the two upriver areas (one immediately east of 101 and the other Chinook Bend) large enough and flat enough for industrial uses would in any manner be either desirable or suitable for such development.

Since this group is made up of two members from north of the river and one from Gleneden Beach, in addition to others from Newport, Toledo, Agate Beach, Seal Rock and Yachats, I feel that their decision was based on justifiable grounds rather than provincial biases.

On this basis and on the present pressing need, the Commission urges that existing plans be put into action.

Respectfully,

Lynn D Steiger

Lynn D. Steiger
County Planner

LDS:gp

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DEC 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DEC 28 1970

F-RF-110 (9)

7577

SALISHAN
LEASEHOLDERS
INCORPORATED
POST OFFICE BOX 149
GLENEDEN BEACH, OREGON 97388

December 14, 1970

Klahow — copy Johnson 12-21-70

The Hon. Robert W. Packwood
United States Senate
Washington, D. C.

Dear Mr. Senator:

In recent weeks Coast Guard headquarters seem to be doing little better on the west coast than on the east. We enclose a verified newspaper report of a recent action by that agency which will have the effect of delaying indefinitely the construction of an urgently needed bridge at the Siletz River Crossing of U. S. Highway 101. The present narrow structure is nearly 50 years old and in serious disrepair, with "S" curve approaches and a bad accident record.

Following public hearings in 1968, engineering plans and funding were completed for action in 1971 on a new bridge 25 percent higher and 50 percent longer in span. Coast Guard regional headquarters in Seattle approved the project, scheduled for bidding in March.

Now, however, two Columbia River tug boat companies have prevailed on the Coast Guard's Washington headquarters to intervene and hold additional hearings. Their plea is based on the theory that an industrial port might be established sometime in the future requiring a high rise bridge with 80 feet clearance for ocean going vessels. These same interests were present at the 1968 hearings and made no such case. Indeed, there is no reasonable case because of economic facts and the small, shallow inlet of the Siletz River.

The Coast Guard's acquiescense in these obstructive tactics is viewed with disfavor by all groups having a direct, present interest in the project. They include the Oregon Coast Association, the Gleneden Beach Chamber of Commerce, Gleneden Community Club and adjacent property owners of which Salishan Leaseholders,

NOTED
TOM EDWARDS

SALISHAN
LEASEHOLDERS
INCORPORATED
POST OFFICE BOX 149
GLENEDEN BEACH, OREGON 97388

Inc. represents 300 parties whose holdings exceed $10,000,000 in value. Salishan Lodge is also adversely affected and its management joins in this letter to you.

We suggest and urge that the Coast Guard be asked to reverse course and allow this meritorious project to proceed without delay by cancelling the call for new public hearings on January 21. The agency's position is neither justifiable or popular.

Your interest and support in this matter will be greatly appreciated.

Sincerely yours,

Robert P. Terrill, Ph.D.
Vice-Chairman

RPT:hi
Enclosure (1)

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DEC 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORM E-30 50M 10-68
NOV 24 1970

F-RF-110(9)

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 23, 1970

SUBJECT:

To: MEMO TO FILE

Senator Stan Ouderkirk of Newport called this date and wanted to know if we needed help in getting a permit from the Coast Guard for the Kernville Bridge.

I told him that I thought not at this moment.

Tom

Tom Edwards
Deputy State Highway Engineer

TE:fn

cc R. L. Porter
A. E. Johnson
Victor D. Wolfe

RECEIVED
NOV 12 1970
FOR FILING

RF-110(9)

7577

November 12, 1970

Mr. Larry Hildebrand
The Oregonian
1320 Southwest Broadway
Portland, Oregon 97201

Dear Mr. Hildebrand:

I am sending you several items pertaining to the Siletz River Bridge as requested by Mr. Frank Dillon on November 10. The material includes one 2" x 2" color slide which we would appreciate having returned as soon as you are through using it.

Other material:

9" x 9" vertical aerial

(The proposed location which will involve a new structure across the Siletz River is indicated as a black India line.)

8" x 10" oblique aerial photographs as follows:

A 149-7 1961

A 228-42 1965

A 228-43 1965

A 228-44 1965

An artist's sketch showing the proposed type of construction for the new bridge.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
E. S. Hunter
A. E. Johnson

LPS:ajw
Enclosures - (9 x 9 aerial- 7-26-66, R 4-6; sketch- Drawn JAJ, Siletz River Bridge, Kernville, Lincoln County)

RECEIVED
NOV 6 - 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

F-RF-110(9)

7577

November 4, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

Attention Mr. Herbert A. Schell, Jr.

Dear Mr. Simpson:

Siletz River Bridge
Drift Creek-Millport Slough Sec.
Oregon Coast Highway
Lincoln County   Bridge 9906

We are proposing to specify "Transflex" types 200A and 400A expansion joint seals as manufactured by the General Tire Company on the subject bridge.

This would be done on an experimental basis in accordance with U. S. Department of Transportation Policy and Procedure Memorandum 20-63.

We request your approval for inclusion on the contract plans of the above described joint seals.

Very truly yours,,

R. L. Porter
State Highway Engineer
By

ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

NOTED
A. E. JOHNSON

LLW:dh

cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
NOV 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 2 - 1970
FOR FILING

F-RF-110(9)

7577

October 1, 1970

AIRMAIL

The Honorable Wendell Wyatt
Member of Congress
House of Representatives
414 Cannon House Office Building
Washington, D. C. 20515

Dear Mr. Wyatt:

This is in response to your September 23 inquiry concerning a remonstrance by the Smith Tug and Barge Company to the proposed new bridge across the Siletz River at Kernville.

First of all, as was stated in our September 24 letter concerning a like complaint from Local 17, Masters, Mates & Pilots, the existing bridge is a drawspan and has been opened 12 times since June 1958. Also, since July 1966, there has been but one request for opening and through an arrangement with the applicant, this was avoided. The passage of his equipment was made possible through an adjustment in the leads of the pile driver.

The existing span has a 31-foot low-water vertical clearance, a 25-foot high-water clearance, and approximately 100 feet of horizontal clearance on each side of the central pier. Vertical clearance would, of course, be unlimited when the drawspan was open. The proposed bridge will have a 37-foot low-water vertical clearance, a 31.5-foot high-water clearance, and a horizontal clearance of 135 feet on each side of the piers. We must, therefore, question Mr. Smith's statement that we are exterminating water transportation and that, particularly, the horizontal clearance is so narrow that it will permanently prohibit the passage of tugs.

These clearances are slightly different than those in my September 24 letter but represent the true data. The September 24 figures were meant to be conservative approximations and I hope that this has not caused confusion.

The existing bridge was constructed in 1926 and I have no information readily available as to what existed before that time.

It is my understanding that the Port of Newport, which is responsible for the harbor facility in the Siletz River and Siletz Bay, is not protesting the proposed improvement. As the average daily traffic on the highway at this point is approximately 3,000 cars per day, I believe that the overall public interest is being served by the Highway Division's proposal.

As you know, the Oregon Coast Highway is not a part of the Interstate System and the moneys available for its modernization are limited and are in competition with many other needed projects in the State. If the Highway Commission were forced to construct a movable span or to provide clearances that would be in excess of reasonable expectations, it could delay or defer the project indefinitely.

If you wish anything further on this matter, please let us know.

Sincerely,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
Victor D. Wolfe

WENDELL WYATT
FIRST DISTRICT
OREGON

HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515

APPROPRIATIONS
COMMITTEE

Congreſs of the United States
House of Representatives
Washington, D.C. 20515

September 23, 1970

Mr. Roderick L. Porter
State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Porter:

Enclosed please find copy of a letter from Wilbur J. Smith of the Smith Tug and Barge Co. relative to a proposed low level bridge across the Siletz River near Kernville.

I have requested the Coast Guard Commandant for the 13th District to hold up the issuance of the permit for a short period of time pending further investigation.

I would greatly appreciate your views on this matter, and I want to assure you that I shall not be an obstructionist but merely wanted to make certain that there has been an adequate opportunity to air all views.

With best wishes, I am,

Sincerely,

Wendell Wyatt
WENDELL WYATT
Member of Congress

WW/c

RECEIVED
SEP 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

TEEL TUGS TO 1950 HP

STEEL BARGES

SMITH TUG & BARGE CO.
RIVER – HARBOR – OCEAN TUG and BARGE SERVICES
PHONES TO RAINIER OFFICE:
LONGVIEW (206) 425–4370 – PORTLAND (503) 222–7147 – RADIO KFT 314

MAILING ADDRESS
P.O. BOX "S"
RAINIER, OREGON 97048

Roderick L. Porter
[illegible]

September 17, 1970

The Honorable Wendell Wyatt
House of Representatives
House Office Building
Washington, D. C. 20515

Dear Sir:

Enclosed copy of my letter to the Commander of the United States Coast Guard, Thirteenth District.

The vertical and horizontal clearance of the proposed bridge by the Oregon State Highway Commission is so low and narrow that it will permanently prohibit the passage of tugs, barges, commercial fishermen and some pleasure craft.

The Siletz Bay and River on the Oregon Coast is a navigable waterway that extends approximately 18 miles inland from the Pacific Ocean. The proposed bridge is approximately two miles from the Ocean. The Bay area is now pretty well occupied with seashore resorts such as Salishan, Cutler City and Taft. The 16 miles of river upstream from the proposed bridge is suitable for industrial development. A great deal of this 16 mile space now has sufficient water depth to permit the use and passage of ocean going tugs, barges and a fresh water haven for commercial fishing vessels.

Mr. Merchant, of the Oregon State Highway Commission, requested a meeting at the Coast Guard building in Portland. Mr. Merchant's telephone calls announcing this meeting indicated that the Highway Commission was willing to revise their plans to allow commercial vessels to pass. This meeting resembled a kangaroo court presided over by a Mr. Shields of the Coast Guard. Apparently it was well rigged before hand and we were simply told in words to the effect that tugs and barges had no right to use the waterway. Mr. Shields stated that he intended to recommend the issuance of the permit for construction of the bridge.

One of our customers, located at Longview, Washington, is owner of a large block of timber in the Siletz Basin. We believe that once the jetties are completed, our customer will make use of cheaper water transportation to move a good share of this raw material to their plant.

We do not object to the building of a bridge with suitable clearance. However, it is unjust for the highway people to try to exterminate water transportation. Anything you do to help us will be appreciated.

Yours truly,

SMITH TUG & BARGE CO.

Wilbur J. Smith

Wilbur J. Smith, President

WJS:sfm

Enclosure

RECEIVED
SEP 24 1970

FOR FILING

F-RF-110(9)

7577

September 24, 1970

The Honorable Wendell Wyatt
Member of Congress
House of Representatives
414 Cannon House Office Building
Washington, D. C. 20515

Dear Mr. Wyatt:

This is in response to your September 28 communication from Captain Dale Kinney, Secretary-Business Manager of Local #17, Masters, Mates & Pilots, concerning the Kernville Bridge proposal as initiated by this agency.

As you may recall, the existing bridge at Kernville over the Siletz River is an old, obsolete swing span; it is barely wide enough for passing by passenger vehicles and is a one-way structure when logging trucks are involved. It is a hazardous spot in the Coast Highway and has been the subject of much local demand for improvement over a long period of time.

The Highway Commission quite recently programmed replacement and because the Siletz River is navigable in this area, a Coast Guard permit is required. While a hearing has been held, the Coast Guard has not as yet rendered a decision.

The facts are that since June 1958 the bridge has been opened 12 times. Since July 28, 1966, there has only been one request for opening which was on December 2, 1969. The opening was actually not accomplished as we were able to negotiate with the Cross Construction Company to revise their pile driver so no opening was necessary. The existing swing span has a clearance of 25 feet above high water. The proposed fixed span contemplates a 30-foot clearance above high water and 36 feet above low water, which we believe will be adequate for any vessel that would have use of the upper river.

Due to a real shortage of ABC construction funds, the requirement for greater height or a moveable span will so increase the cost that the project might have to be delayed indefinitely. It seems to us that this is a situation where the need for a safe highway facility must be weighed against navigational clearance and particularly where the navigational requirements do not appear to be in conflict with the proposed new clearances.

We are returning your correspondence on this matter as requested.

If anything further is needed, we will be pleased to furnish anything available.

Very truly yours,

R. L. Porter
State Highway Engineer

Att.

cc: Tom Edwards
Victor D. Wolfe

RLP:fn sr

International Organization Masters, Mates & Pilots

Local No. 17 of Portland, Oregon

AFFILIATED
OREGON STATE LABOR COUNCIL
MULTNOMAH COUNTY LABOR COUNCIL
MARITIME TRADES COUNCIL
BUILDING TRADES COUNCIL
S. W. OREGON CENTRAL LABOR COUNCIL
A F L - C I O

PHONE (503) 223-1286
ROOM 202, SENATOR BLDG.
732 S. W. THIRD AVE.
PORTLAND, OREGON 97204

Septemtber 16, 1970

Edwards
Draft Please

Congress of the United States
House of Representatives
House Office Building
Washington, D.C. 20515

Honorable Wendell Wyatt:

Re: Siletz River Bridge
Public Notice # 70-18

Dear Sir:

On August 17, 1970 this Organization wrote a letter of protestto the U.S. Coast Guard, 13th District protesting the proposed building of a new concrete fixed bridge structure over the Siletz River on the Oregon Coast. (Enclosed copy of protest)

On September 4, 1970 at the request of the Oregon State Highway Commission an informal hearing was held. This meeting was chaired by the U.S. Coast Guard., 13th. District office.

The indications of the outcome of this hearing was that the Coast Guard was going to grant this permit over the objections of all the protests (Masters, Mates & Pilots, Local #17, Sause Bros. Ocean Towing Co.,Smith Tug & Barge Co.) submitted without any further meetings or hearings, disregarding the fact that this River is and has been a navigable waterway for commerce.

We would very much appreciate your intervention in this instance, asking that further studies and hearings be held to determine why the State of Oregon should not alter the plans as proposed to allow the area to have full use of a public waterway.

Thanking you for all of the past help in supporting maritime commerce,

Very truly yours,

Dale Kinney

Captain Dale Kinney
Secretary-Business Manager
Local #17

DK

Openings of Drawspan of Siletz River Bridge No 1139
M.P. 120.28 Oregon Coast Highway No 9 at Kernville, Oregon
per records in Bridge Superintendent's Office Division Two.

Date	Name of Craft, etc.	Operator or Supervisior
6-16-1958	Pardnership of Portland	Otto Horton
6-27,1958	Pardnership of Portland	Otto Horton
9-16,1959	Sailing Boat	G. D. Anderson
10-8-1959	Troller	G. D. Anderson
11-4-59	Columbia Queen	G. D. Anderson
111-5-59	Columbia Queen (Three openings this date)	G. D. Anderson
June 7,1960	Venture	Karl Layton
June 14,1960	Flagship	Karl Layton
June 24,1965	3 Test Openings	Karl Layton
June 25,1965	Tia Ma of Newport	Karl Layton
July 29,1965	Tia Ma of Newport	Karl Layton
July 26,1966	Pile Driver-Cross Construction	Karl Layton
July 28,1966	Pile Driver Cross Construction	Karl Layton

July 28, 1966 - August 31, 1970 NO OPENINGS *

* on Dec. 2, 1969 had request from Cross Construction Co. to open this structure for a pile driver. At the request of the Dept. and a consideration of $200 Mr. Cross made alterations to his pile driver so no opening was necessary.

MAINTENANCE ENGINEER
RECEIVED
Aug 1970
~~MAR 23 1967~~
☐ ME ☐ AME ☐ AME ☐ OE ☐ AG
☐ BS ☐ ABS ☐ AA ☐ FILE ☐ TA

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SEP 18 1970

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FOR FILE

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1970

SUBJECT:
Siletz River Bridge-Kernville
Special Channel

To:

MEMORANDUM TO THE FILES

On September 16, 1970, Mr. Frank E. Terpin of our Design Section called me regarding the proposed special channel which is to be constructed parallel to the south approach fill of the subject project for the purpose of allowing free movement of tidal waters in and out of a natural channel which would otherwise be blocked by construction of the approach fill.

This channel had been a subject of discussion at a special conference in the office of Mr. Glen Carter of the Department of Environmental Quality (see May 11, 1970 memorandum by Mr. O. B. Steely, Federal Aid Coordination Unit) and was there described as being 35 feet wide.

Present design analysis indicates that reducing the width of this channel to 20 feet will increase flow velocity and improve the self-cleaning characteristics of the channel. The 20-foot channel will also require purchase of less right of way and effect a cost savings on the project.

During the past two days I have discussed this matter individually by telephone with those who attended the previous meeting (Messrs. Glen Carter, Ron Hasselman, and Reino Koski) and received their concurrence in reducing the channel width to 20 feet.

R.W. Ellison
R. W. Ellison
Asst. Program and Planning Engineer

cc: R. E. Simpson, FHWA
F. B. Klaboe
L. H. Young
Frank L. Hall
D. H. Moehring
R. E. Royer
H. S. Cox
Frank E. Terpin
R. N. Chase
B. L. Gifford

Glen Carter, Dept. of Environmental Quality
Ron Hassleman, Fish Commission of Oregon
Reino Koski, Oregon State Game Commission
J. R. Williams, Federal Aid Coordination Unit

RWE:ia

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SEP 1 - 1970
FOR FILE
F-RT-110(9)
7577
TOM McCALL
GOVERNOR

REFERRED TO
Kernville Admin
BY SECRETARY

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

August 21, 1970

Edwards

Commander (oan)
Thirteenth Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Att: Aids to Navigation
Branch

Dear Sir:

In response to receipt of Public Notice 70-18 (Bridges - Siletz River near Kernville, Oregon), dated July 27, 1970, I have no comment.

Sincerely,

Governor

TM/ia

cc: State Water Resources Board
Oregon State Highway Division

RECEIVED
AUG 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
[illegible]

NOTED
VICTOR D. WOLFE

COPY

te July 29, 1970

ATE WATER RESOURCES BOARD
0 Public Service Building
em, Oregon 97310

ttached are copies of a Public Notice received from the United States Coast Guard

istrict, Corps of Engineers, on July 29, 1970 .

ermit request submitted by: Oregon State Highway Division

Descriptive File No. PN 70-18(Siletz R. at approximate mi. 2.0, near Kernville, Oregon)

Please return your comments to the State Water Resources Board by:

August 20, 1970 .

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (oan)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

3271
Serial 508
27 July 1970

In reply refer to
Proposed bridge across
Siletz River
Near Kernville, Oregon

PUBLIC NOTICE NO. 70-18

BRIDGES

All interested parties are notified that an application has been received by the Commander, Thirteenth Coast Guard District, from Oregon State Highway Division, State of Oregon, Highway Building, Salem, Oregon 97310, for approval of location and plans of a fixed highway bridge over a navigable waterway, as follows:

WATERWAY AND LOCATION

Siletz River at approximate Mile 2.0, near Kernville, Oregon.

CHARACTER OF WORK

Construct a fixed highway bridge across the Siletz River. The proposed bridge will be 920 feet in length and will consist of 6 spans, 4 of which are over the navigable portion of the waterway. The two central spans will provide horizontal clearances of 135 feet measured at right angles to the direction of flow of the river. The vertical clearance of the North central span will be 31.2 feet at the North pier and 31.5 feet at the South pier at MHW. The vertical clearance of the South central span will be 31.5 feet at the North pier and 30.5 feet at the South pier at MHW. Vertical clearances will be increased 5.4 feet at MLLW. Navigation openings of the two other spans are shown on sheet 3 of 4 of the drawings. The present movable bridge upstream of the proposed bridge will be removed upon completion of the proposed bridge. Navigation clearances of the existing bridge are shown on sheet 4 of 4 of the drawings.

NOTED
VICTOR D. WOLFE

BASIS FOR DECISION

The decision as to whether or not approval of the location and plans for the proposed bridge will be granted rests upon the effect of the bridge on navigation, environment, etc. Other pertinent facts, such as wildlife and waterfowl refuges, public parks, historic sites, pollution, etc. will be made part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval.

NOTED
IVAN D. MERCHANT

RECEIVED
JUL [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL [illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Public Notice No. 70-18

27 July 1970

SOLICITATION OF COMMENTS

Interested parties are requested to express their views, in writing, upon the suitability of the location, adequacy of the navigation clearances, and effect on the human environment, giving sufficient detail to establish a clear understanding of reasons for support or opposition. Comments will be received at the Office of the Commander, Thirteenth Coast Guard District, Attn: Aids to Navigation Branch, 618-2nd Avenue, Seattle, Washington 98104, through 27 August 1970.

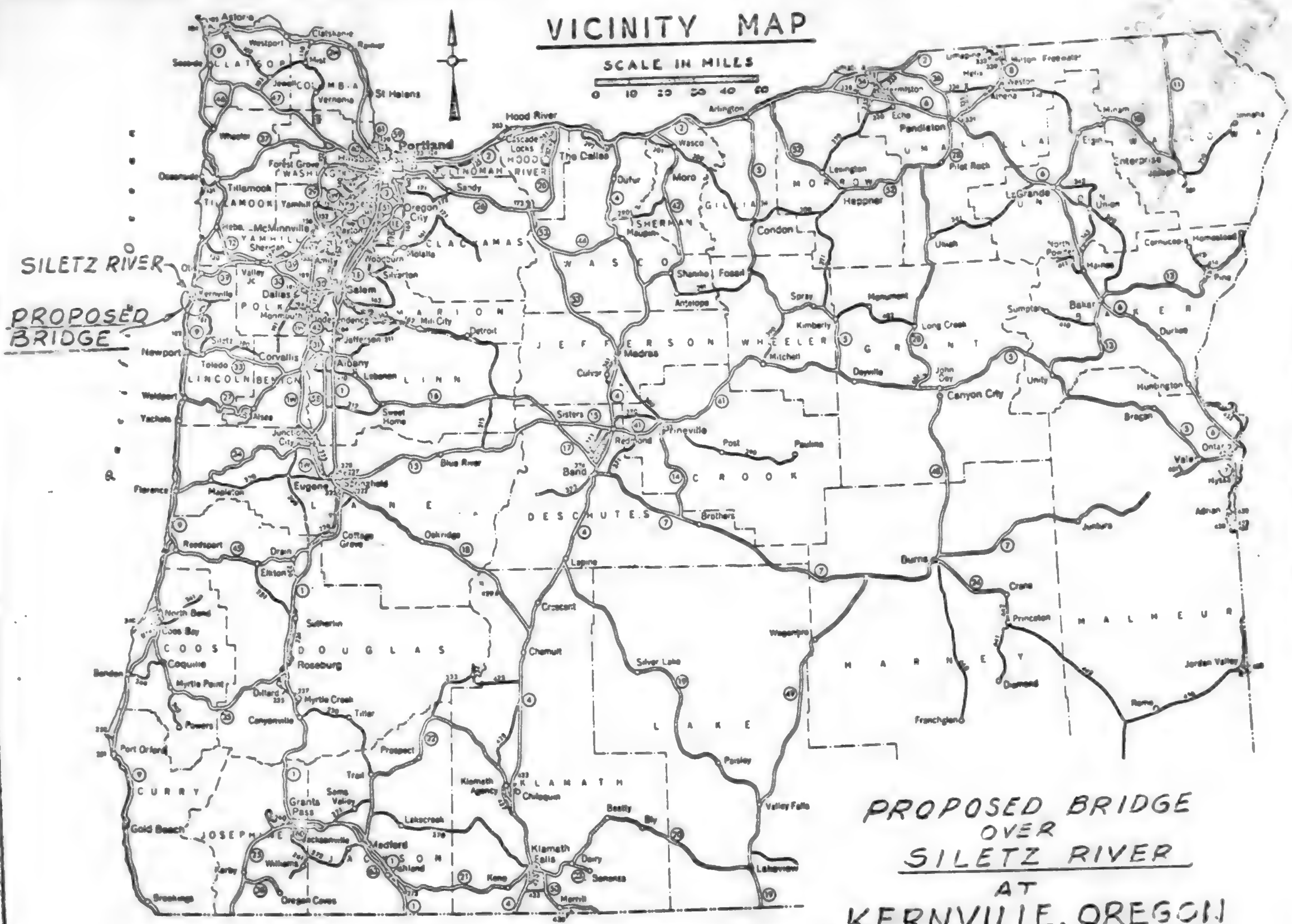
Plans of the proposed bridge are attached hereto.

This Notice consists of 2 pages and 5 sheets of drawings.

F. A. GOETTEL
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Encl. (1) drawings

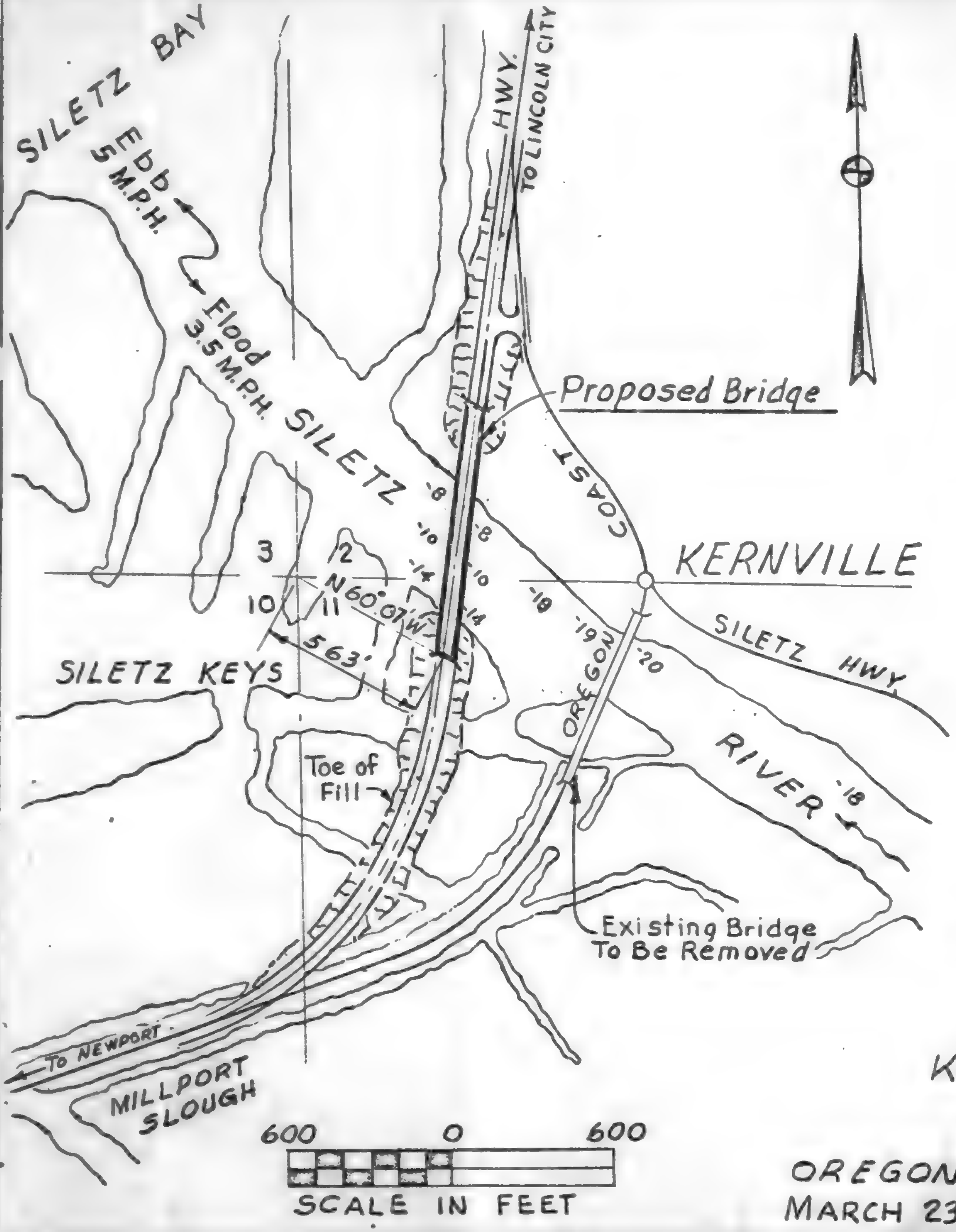
RECEIVED
JUL 31 1970
BRIDGE DIVISION


VICINITY MAP
SCALE IN MILES
0 10 20 30 40 60
SILETZ RIVER
PROPOSED BRIDGE
Astoria
St Helens
Portland
Hood River
The Dalles
Tillamook
McMinnville
Oregon City
Salem
Newport
Toledo
Corvallis
Albany
Eugene
Springfield
Roseburg
Coos Bay
North Bend
Coquille
Grants Pass
Medford
Klamath Falls
Lakeview
Bend
Redmond
Prineville
Madras
Burns
Canyon City
John Day
Baker
La Grande
Pendleton
Ontario
Vale
CLATSOP
COLUMBIA
TILLAMOOK
WASHINGTON
YAMHILL
POLK
LINCOLN
BENTON
MARION
LINN
CLACKAMAS
MULTNOMAH
HOOD RIVER
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
UNION
WALLOWA
BAKER
GRANT
WHEELER
JEFFERSON
CROOK
DESCHUTES
LANE
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
HARNEY
MALHEUR

PUBLIC NOTICE NO. 70-18(Bridges)

PROPOSED BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MARCH 23, 1970 SHEET 1 OF 4

APPROVED: PORT OF NEWPORT
President
Secretary



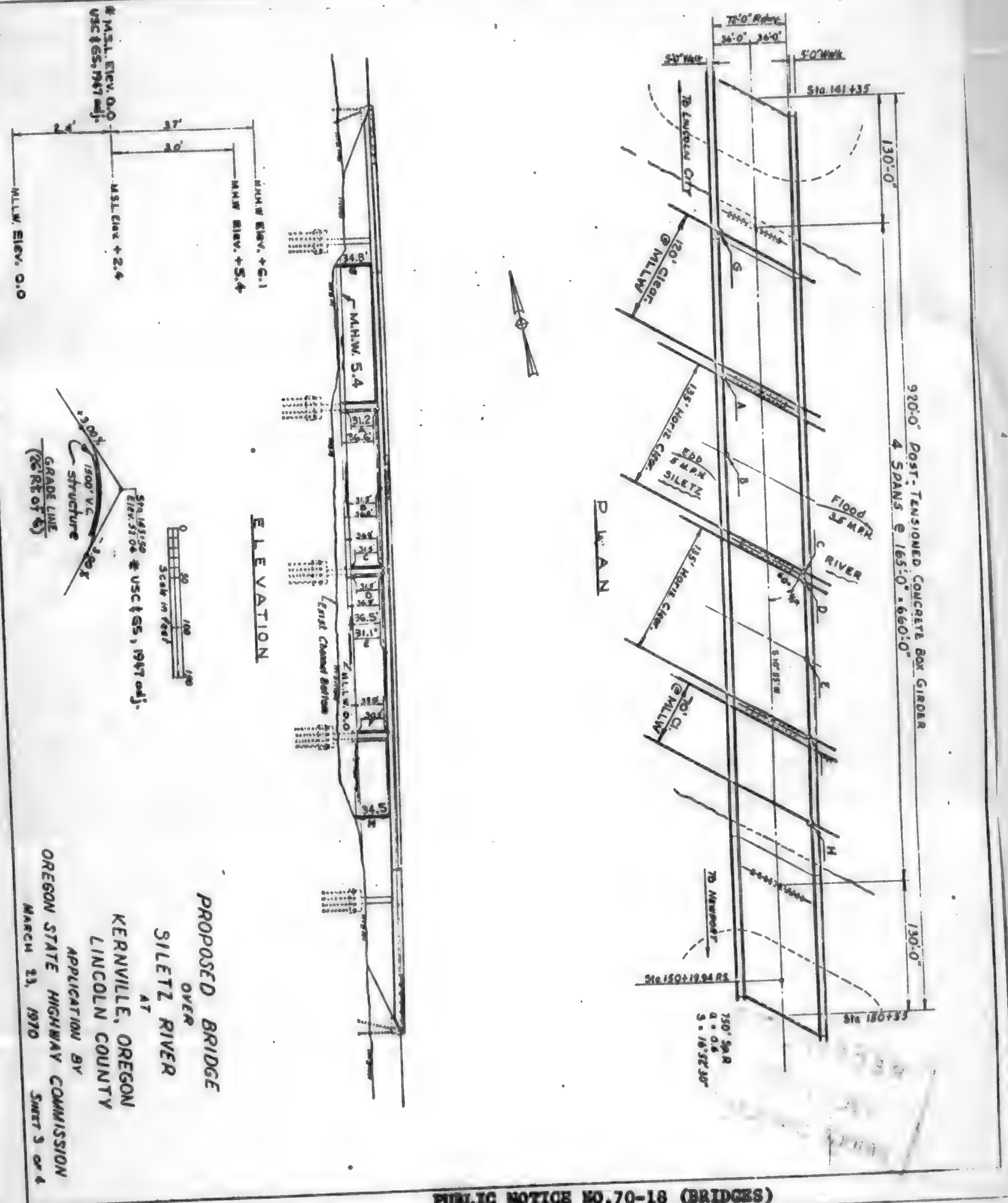
SILETZ BAY
Ebb 5 M.P.H.
Flood 3.5 M.P.H.
SILETZ
HWY.
TO LINCOLN CITY
Proposed Bridge
COAST
KERNVILLE
SILETZ HWY.
3
12
10
11
N60°07'W.
563'
-8
-10
-14
-8
-10
-14
-18
-19
-20
-18
OREGON
RIVER
SILETZ KEYS
Toe of Fill
Existing Bridge To Be Removed
TO NEWPORT
MILLPORT SLOUGH
600
0
600
SCALE IN FEET

SEC.2 T.8.S R.11W. W.M.

Soundings are in feet and refer to mean lower low water elev., 2.4' below mean sea level. U.S.C.& G.S. (1947)

PROPOSED BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MARCH 23, 1970 SHEET 2 OF 4

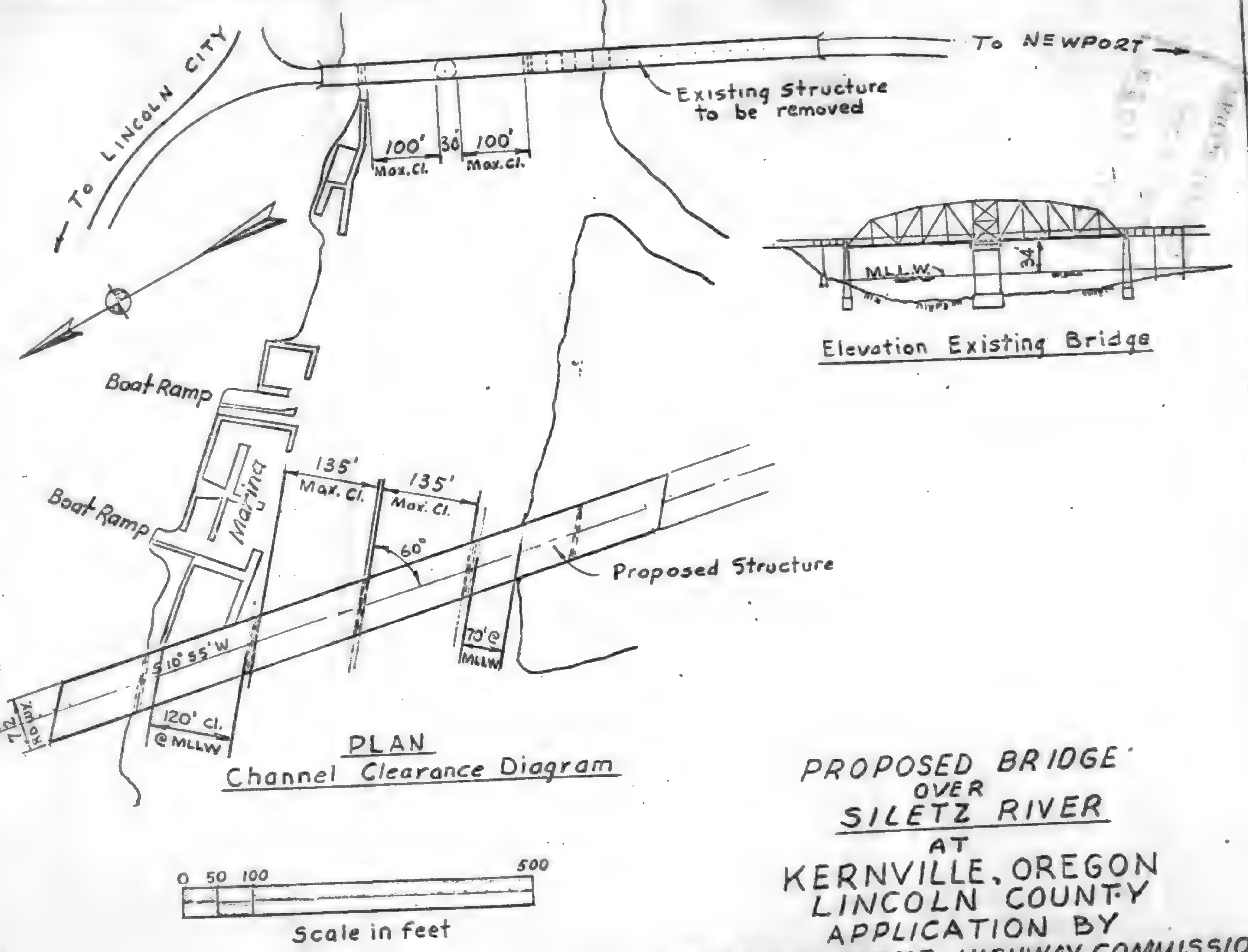
PUBLIC NOTICE NO.70-18(Bridges)



PROPOSED BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MARCH 23, 1970 SHEET 3 OF 4

PLAN
ELEVATION
72'-0" Rdwy.
36'-0"
36'-0"
5'-0" Walk
5'-0" Walk
Sta. 141+35
130'-0"
920'-0" POST-TENSIONED CONCRETE BOX GIRDER
4 SPANS @ 165'-0" = 660'-0"
130'-0"
Sta. 150+53
Sta. 150+19.94 R.S.
750' Sp.R
Δ = 0.6
S = 16°52'30"
To Lincoln City
To Newport
120' Clear @ MLLW
135' Horiz. Clr.
135' Horiz. Clr.
70' Cl. @ MLLW
Ebb 5 M.P.H.
SILETZ
Flood 3.5 M.P.H.
RIVER
G
A
B
C
D
E
H
M.H.W. 5.4
34.8'
31.2'
36.6'
31.5'
36.5'
31.1'
34.5'
Exist. Channel Bottom
M.L.L.W. 0.0
M.H.H.W. Elev. +6.1
M.H.W. Elev. +5.4
M.S.L. Elev. +2.4
M.L.L.W. Elev. 0.0
Ⓔ M.S.L. Elev. 0.0
USC&GS, 1947 adj.
2.4'
3.7'
3.0'
Sta. 145+50
Elev. 53.06 Ⓔ USC&GS, 1947 adj.
+3.00%
1500' V.C.
-3.00%
Ⓔ structure
GRADE LINE
(26' Rt. of Ⓔ)
0
50
100
150
Scale in Feet

PUBLIC NOTICE NO.70-18 (BRIDGES)

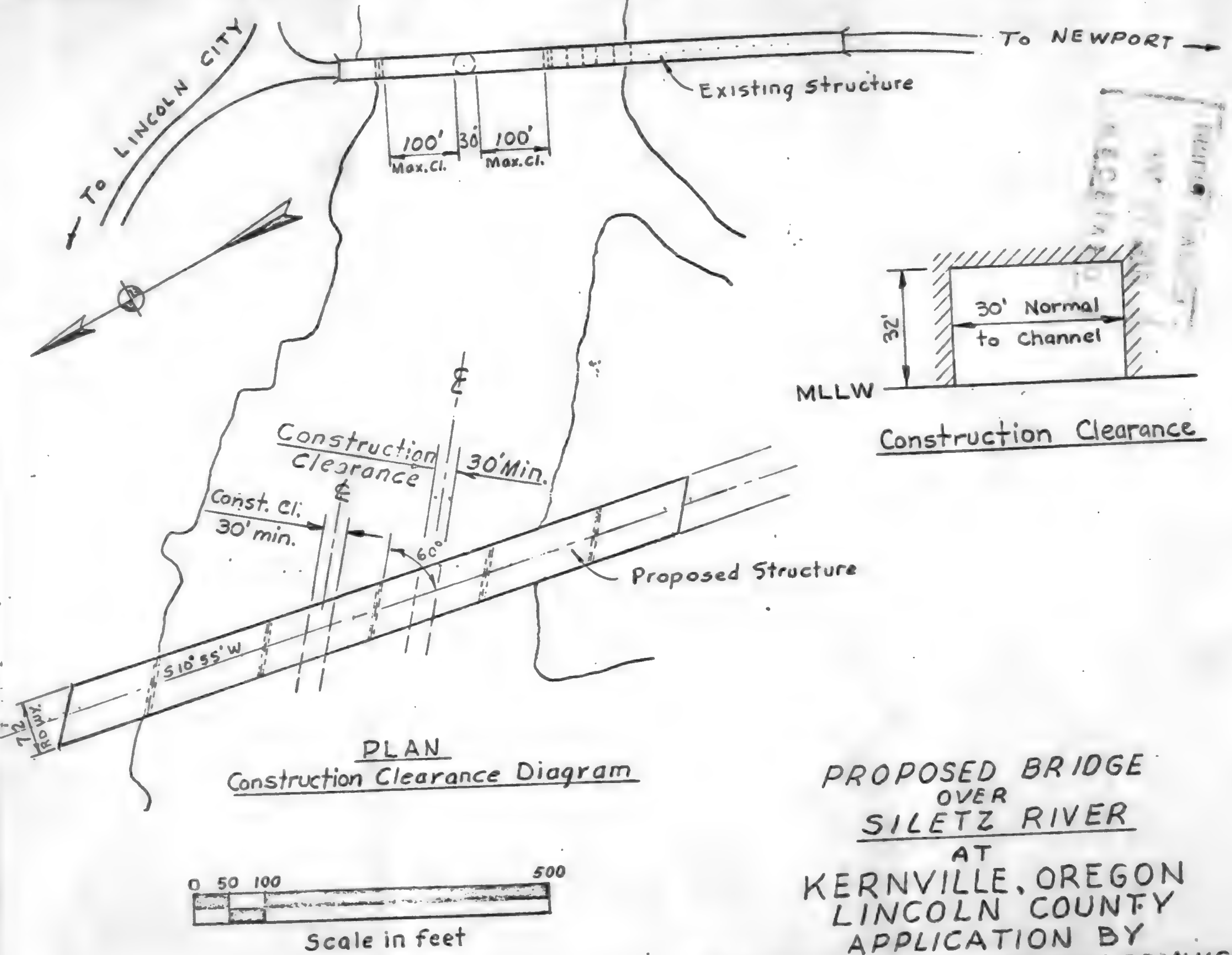

To LINCOLN CITY
To NEWPORT
Existing Structure to be removed
100' Max. Cl.
30'
100' Max. Cl.
Boat Ramp
Boat Ramp
Marina
135' Max. Cl.
135' Max. Cl.
60°
Proposed Structure
70' @ MLLW
S 10° 55' W
120' Cl. @ MLLW
72' RD WY.
MLLW
34'
0 50 100 500
Scale in feet

Elevation Existing Bridge

PLAN
Channel Clearance Diagram

PROPOSED BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MARCH 23, 1970 SHEET 4 OF 4

PUBLIC NOTICE NO. 70-18 (BRIDGES)


To LINCOLN CITY
To NEWPORT
Existing Structure
100'
Max.Cl.
30'
100'
Max.Cl.
30' Normal
to Channel
32'
MLLW
Construction Clearance
Construction
Clearance
30'Min.
Const. Cl.
30' min.
℄
℄
60°
Proposed Structure
S10°55'W
72'
Rdwy.
PLAN
Construction Clearance Diagram
0 50 100 500
Scale in feet

PROPOSED BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MARCH 23, 1970 SHEET 4a.

PUBLIC NOTICE NO. 70-18 (BRIDGES)

21-1427

RECEIVED
AUG 2[illegible] 1970

FOR FILE
F-RT-110(9)

7577

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1970

SUBJECT: Kernville, Gleneden Beach, Lincoln Beach Water District
Siletz River Bridge(Kernville) Section
Oregon Coast Highway

To: F. B. Klaboe
ASST. STATE HIGHWAY ENGINEER

3584

I was unable to contact Jay Vollmer, Chairman of the Kernville, Gleneden Beach, Lincoln Beach Water District as promised in your August 14, 1970 letter. He is Skipper on the Sportsfisher with very odd hours. I did contact Marshall James, a Commissioner with the Water District who had apparently drafted Vollmer's August 3 letter. That letter tended to make us responsible for the hazard and any adjustment in overbuilding their 12-inch water main.

This water main serves the southerly portion of their District and in particular Salishan. I assured Mr. James that we would control our contractor from maliciously damaging the water line but their Permit No. 6109 calls for them to adjust and protect the portion of their line on the right of way at no cost to the State. There is a 6-inch water main serving Siletz Keys. We will have to pay for adjusting a portion of it.

A right of way map was sent the District July 23. A set of preliminary bridge plans was left with Mr. James. A print of the detail map will be sent Charles Meek of CH_2M. He will be instructed by the District to prepare plans for the necessary temporary adjustment and protection of their lines. Likely they will want our contractor to do part or all of this temporary adjustment. It is possible that a portion of it will have to be done on our new fill.

We will follow up on this as well as arranging for the installation of a segment of water line on our new structure at their expense. Both of these items will have to be oriented towards a future relocation of their line over the new structure.

R. D. Asburry
REGIONAL ENGINEER

by Gerald W. Wimer

Gerald W. Wimer
ASST. REGIONAL ENGINEER

RECEIVED
AUG 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

GWW/cg
cc: D. J. Barbee
T. W. Litchfield
H. H. Patterson
H. C. Johnson
F. W. Sugnet

RECEIVED
AUG 17 1970
FOR FILING

August 14, 1970

Mr. Jay Vollmer, Chairman
Board of Commissioners
Kernville-Gleneden Beach-
Lincoln Beach Water District
Post Office Box 96
Gleneden Beach, Oregon 97388

3544

Dear Mr. Vollmer:

Thank you for your letter of August 3 regarding problems you anticipate in relocation of your water mains on the Siletz River Bridge Section of the Oregon Coast Highway.

We are instructing our Regional Engineer or his representative to communicate with you immediately to advise you regarding construction plans and to coordinate necessary relocations of your facilities.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
D. J. Barbee
R. D. Asburry - Please follow up. FBK
T. W. Litchfield
Fred Sugnet

GCW:jg srb

KERNVILLE-GLENEDEN BEACH
LINCOLN BEACH WATER DISTRICT
Post Office Box 96
Gleneden Beach, Oregon 97388

Telephone 764-2475

REFERRED TO
admin
BY SECRETARY

RECEIVED
AUG 7 1970
DESIGN
DIVISION

Edwards

Barbee
Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

August 3, 1970

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Re: Siletz River (Kernville) Bridge
(Drift Cr-Milport Slough Section)
Lincoln County

Gentlemen:

The relocation to a new site and construction of a new bridge over the Siletz River on Highway 101 may cause the Highway Department to plan excavations or other construction procedures which may endanger our existing 12" water main and valves now laid beside Highway 101 in the vicinity of the "Siletz Keys" developement.

If in fact, your plans do include construction which will interfere with our existing facilities, we suggest that you advise this district, setting forth details.

We have allocated no funds for any expenses for this project in our budget for the year 1970-71.

The 12" main pipeline concerned connects our water source to most of the water customers and cannot be interrupted.

RECEIVED
AUG 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely,

Jay Vollmer

Jay Vollmer
Chairman
Board of Commissioners
Kernville-Gleneden Beach-Lincoln Beach Water District

RECEIVED
AUG 5 1970
OREGON
STATE HIGHWAY COMMISSION

JV/apm

NOTED
TOM EDWARDS

Flaboe
Pls handle

ECEIVED
AUG 11 1970
FOR FILING

-RF-110(9)

7577

36

August 10, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Siletz River (Kernville) Bridge
Drift Creek-Millport Slough Section
Oregon Coast Highway
Lincoln County Bridge 9906

Reference is made to your letter of July 22 regarding the foundations for the subject bridge.

Our final plans will show an outside row of battered piling for the river piers as per the foundation report.

We feel that construction of a seal at Pier 3 (Bent 6) is necessary, as bottom of footing elevation without a seal would be down to -10.0. Our opinion is that it would not be possible to dewater the excavation in a soft, organic material with wood and peat intermixed without pouring a seal.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan D. Merchant
R. D. Asburry
LLW:dh sr

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 22, 1970

In reply refer to: 08-35.6

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. A. E. Johnson

FROM R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F 110(-)
Siletz River (Kernville) Bridge
Preliminary Plan Submission

Your submission on the subject bridge is acceptable and we approve the plans as submitted.

Please note the foundation report recommends an outside row of battered piles for the river piers and this recommendation is not reflected in the plans. We agree with the foundation report. We note also a seal is called for at Bent 6 and this may not be needed.

We commend you on your excellent combination of safety, utility, aesthetics, and economy for this structure.

RECEIVED
JUL 29 1970
BRIDGE DIVISION

RECEIVED
JUL 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Copy
Johnson

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 22 1970
FOR FILING

F-RF-110(9)

7577

July 21, 1970

Commander
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Application is hereby made by the State Highway
Division of the State of Oregon at Salem, Oregon, for approval
by the Commandant of the Coast Guard of plans for a bridge to
be constructed across the Siletz River at Kernville, Oregon,
0.3 mile above the mouth of the waterway as shown on the en-
closed plans. Original tracings of Sheets 1, 2, 3, 4, and 4a,
together with four prints each of the permit drawings, are
enclosed.

Legal authority for the structure is found in the
General Bridge Act of 1946, Amended. Enclosed are four copies
of an excerpt from the minutes of the Oregon State Highway Com-
mission meeting, directing the Highway Engineer to proceed
with the construction of the project. The structure will be
financed by State and Federal funds.

The existing Siletz River Bridge at Kernville was
constructed under a navigation permit dated April 29, 1926,
the permit being in the name of the Oregon State Highway Com-
mission. The existing bridge is a steel through-truss swing
span. Existing clearances are as shown on permit drawing
Sheet 4.

A 520-foot concrete fixed bridge is planned in re-
placement of the present movable bridge. Proposed clearances
are shown on Sheets 3 and 4. Clearances during construction
will be as shown on Sheet 4a.

Local navigation interests, as represented by the
Port of Newport, have been contacted on the proposed clearances
for the new fixed bridge. Approval of these clearances is

given on Sheet 1 by the officers of the Port of Newport acting for and through that body.

To comply with Part 118 - Lighting of Bridges - and more specifically Paragraph 118.210(a)(1), it is requested that the Coast Guard advise the applicant of any required navigation lighting.

Your approval of this permit is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Enclosures

cc R. L. Porter
Tom Edwards
I. D. Marchant

WJH:dh ms

STATE OF OREGON)
) ss
)
COUNTY OF MARION)

I, Floyd Query, Secretary of the Oregon State Highway Commission, do hereby certify that the attached photocopy of the excerpt from the minutes of the meeting of the Oregon State Highway Commission of March 17, 1970, entered in Volume 54 of the minute book approving the highway corridor and design for the Siletz River (Kernville) Bridge Section of the Oregon Coast Highway in Lincoln County has been compared by me with the original and that the same is a true and correct copy of said portion of the minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Oregon State Highway Commission this 20th day of May, 1970.

Floyd Query
Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAY 21 1970
BRIDGE DIVISION

Page 35770
Salem, Oregon
arch 17, 1970

The Oregon State Highway Commission met in regular session at 9 a.m. in Room 122 of the State Highway Building in Salem. Present were:

Glenn L. Jackson, Chairman
Fred W. Hill, Commissioner
Thaddeus B. Bruno, Commissioner
Forrest Cooper, State Highway Engineer
R. L. Porter, Deputy State Highway Engineer
Tom Edwards, Assistant State Highway Engineer
Lloyd P. Shaw, Assistant State Highway Engineer
F. B. Klaboe, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
David H. Moehring, Right of Way Engineer
Floyd Query, Secretary

Also present were: R. E. Simpson, Division Engineer, U. S. Bureau of Public Roads; C. W. Head, Assistant Secretary; V. D. Wolfe, Administrative Assistant; David G. Talbot, State Parks Superintendent; V. E. Skoog, Controller; Frank C. McKinney, Assistant Counsel; R. W. Ellison, Assistant Program and Planning Engineer; E. S. Hunter, Maintenance Engineer; Donald N. Harwell, Assistant County-City Engineer; R. B. Sipprell, Liaison Engineer; H. S. Cox, County-City Engineer; John J. Earley, Information Officer; and Kenneth A. Chatwood, Administrative Right of Way Agent.

* * * *

Page 35782

Approval was requested by the Engineer on three corridor-design surveys described below. The Commission approved the request and thereupon adopted "Highway Corridor and Design Resolutions Nos. 372, 373, and 374," which resolutions by this reference are made a part hereof and filed in the Secretary's Office. 3c

(1) Goshen-Immigrant Road Section of the Willamette Highway in Lane County. A corridor-design hearing was held June 4, 1969, and approval was received from the Bureau of Public Roads on September 23, 1969. The project is 5.6 miles in length and is estimated to cost a total of $4,700,000. Construction to be done when funds are available. (See "Highway Corridor and Design Resolution No. 372.")

✓ (2) Siletz River (Kernville) Bridge Section of the Oregon Coast Highway in Lincoln County. Required hearings have been held and the Bureau of Public Roads approved the design on February 12, 1970. The project is 0.8 mile in length and involves replacement of the existing Siletz River Bridge on new alignment. The total cost is estimated at $4,000,000. (See "Highway Corridor and Design Resolution No. 373.")

(3) West City Limits-Lewis Street (North Bend) Section on the Cape Arago Highway in Coos County. Required hearings have been held and design approval has been received from the Bureau of Public Roads. The project is 0.71 mile in length and the total cost is estimated at $300,000. The project is to be added to the current State Construction Program with construction to be done when funds are available. (See "Highway Corridor and Design Resolution No. 374.")

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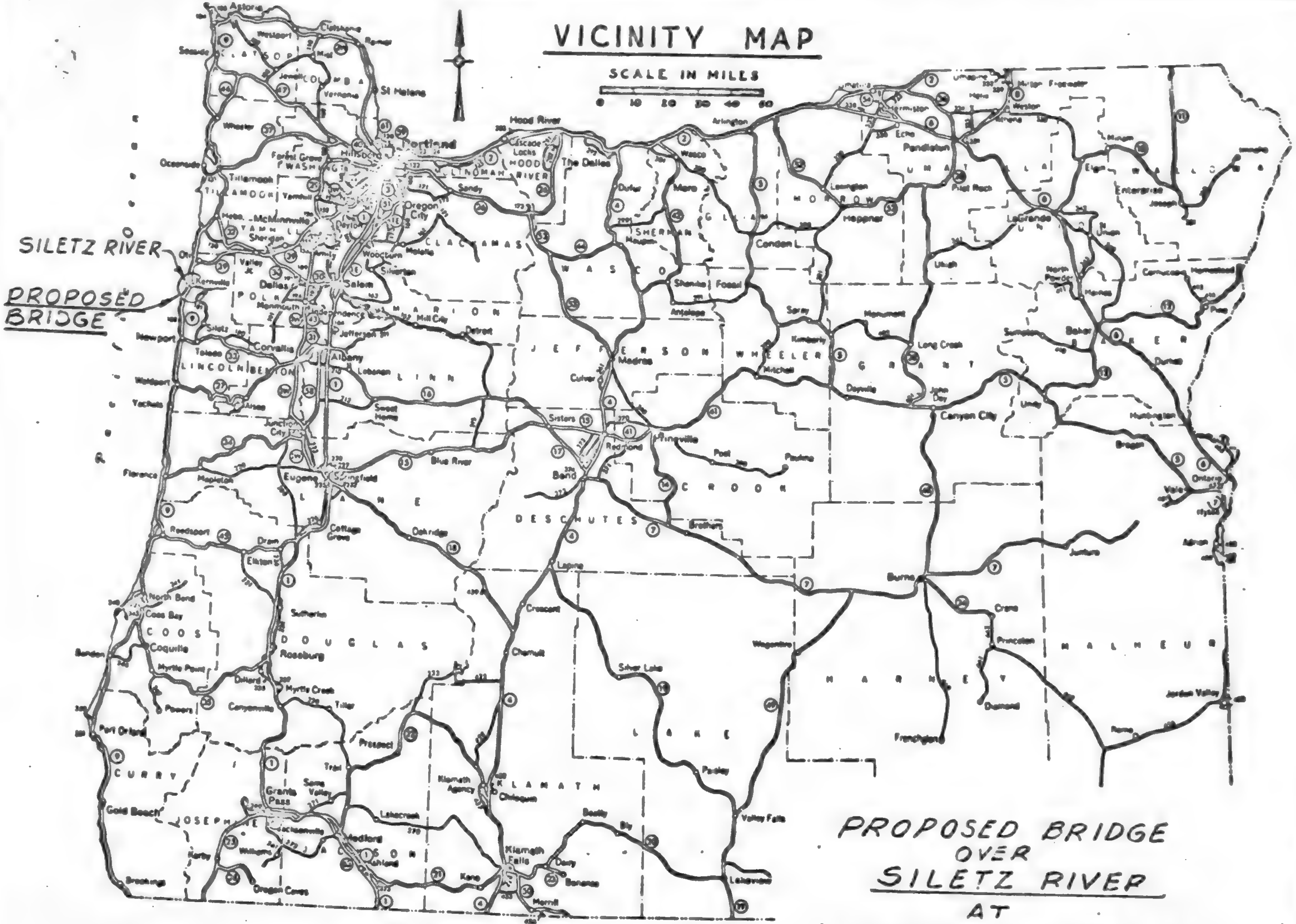
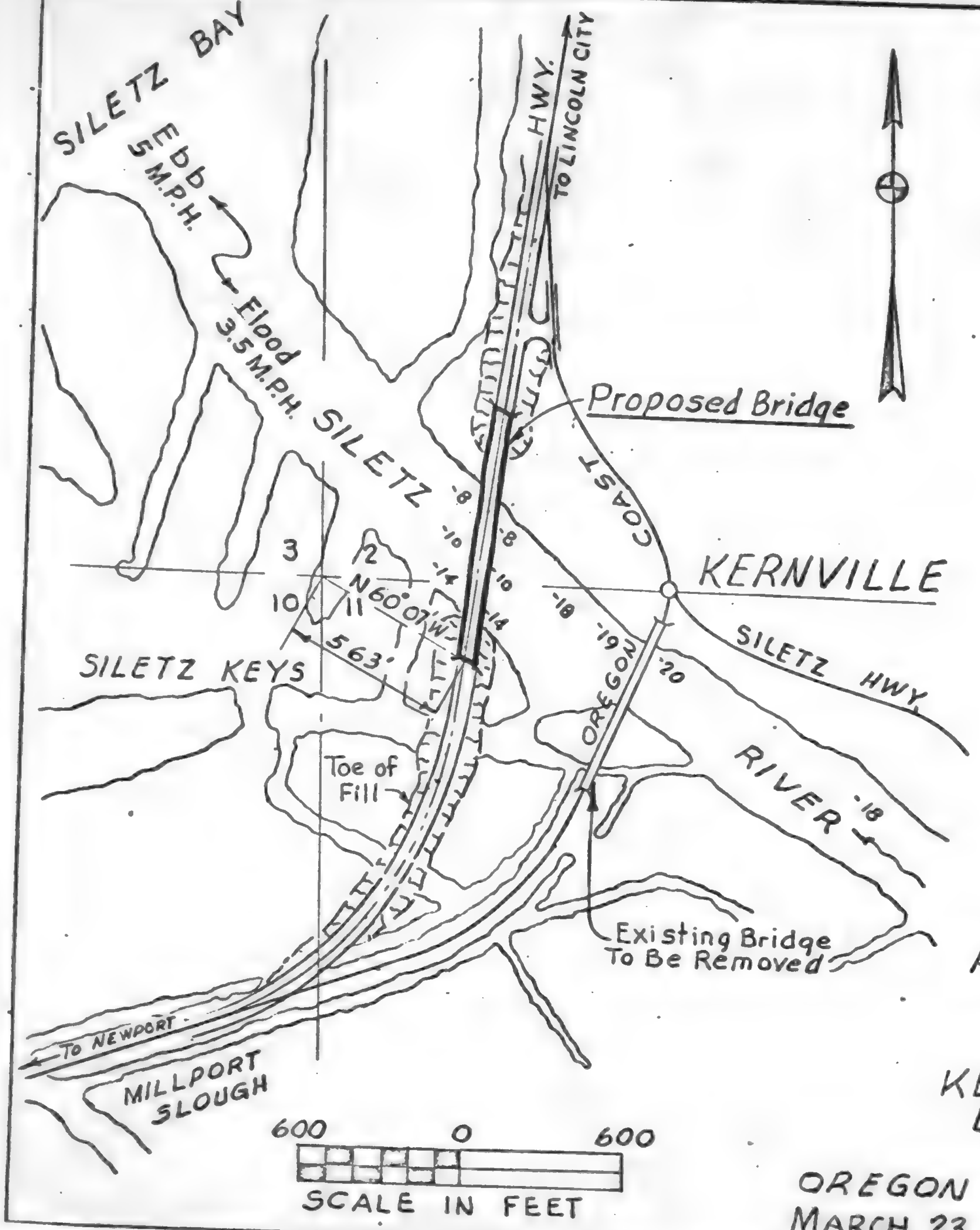
MAY 21 1970
BRIDGE DIVISION



VICINITY MAP
SCALE IN MILES
0 10 20 30 40 50
SILETZ RIVER
PROPOSED BRIDGE
CLATSOP
COLUMBIA
TILLAMOOK
WASHINGTON
MULTNOMAH
HOOD RIVER
YAMHILL
POLK
MARION
CLACKAMAS
LINCOLN
BENTON
LINN
LANE
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
DESCHUTES
JEFFERSON
CROOK
WASCO
SHERMAN
GILLIAM
WHEELER
MORROW
UMATILLA
UNION
WALLOWA
GRANT
BAKER
HARNEY
MALHEUR
Portland
Salem
Newport
Eugene
Bend
Medford
Klamath Falls
Pendleton
The Dalles
Burns

PROPOSED BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSIO
MARCH 23, 1970 SHEET 1 OF 4

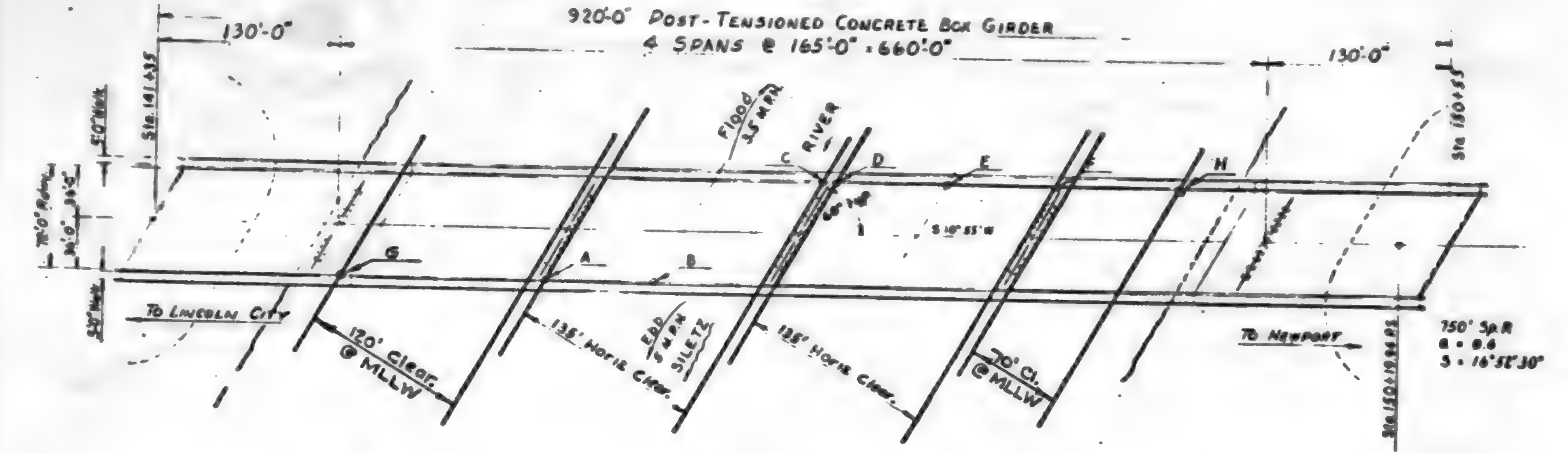
APPROVED: PORT OF NEWPORT
President
Secretary


SILETZ BAY
Ebb 5 M.P.H.
Flood 3.5 M.P.H.
SILETZ
HWY.
TO LINCOLN CITY
Proposed Bridge
COAST
KERNVILLE
SILETZ HWY.
RIVER
OREGON
3
10
12
11
N60°07'W
563'
SILETZ KEYS
Toe of Fill
Existing Bridge To Be Removed
To NEWPORT
MILLPORT SLOUGH
8
10
14
18
19
20
600
0
600
SCALE IN FEET

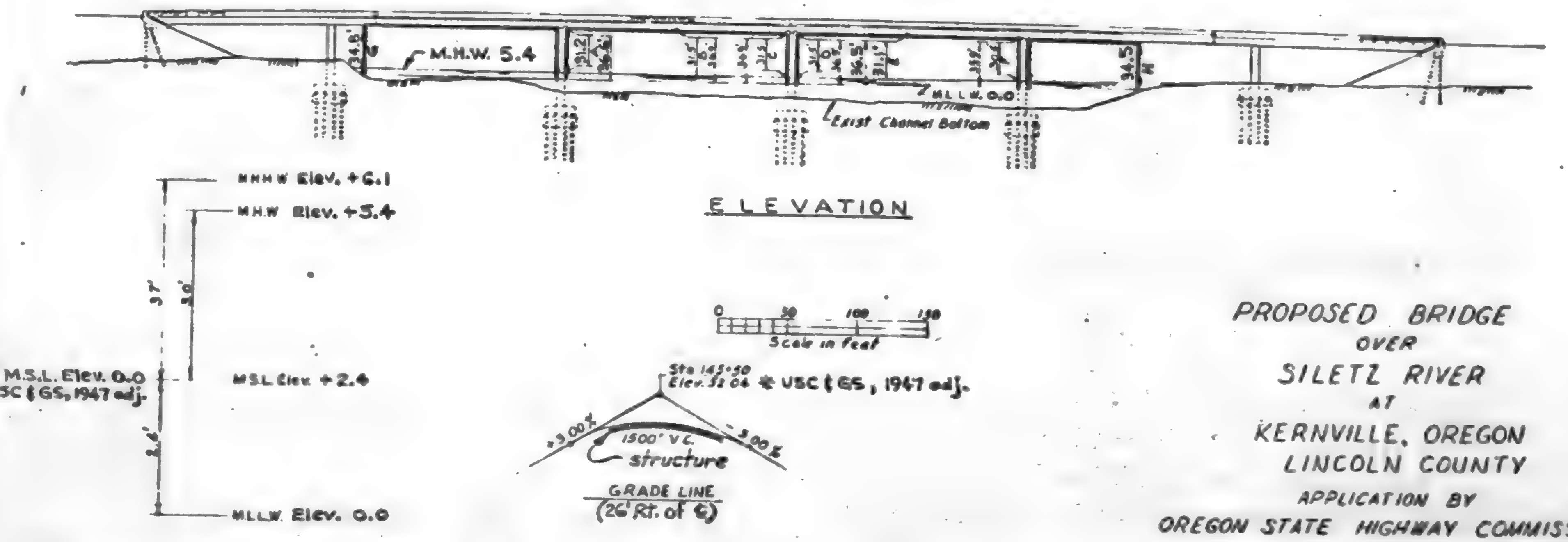
SEC.2 T.8.S. R.11.W. W.M.

Soundings are in feet and refer to mean lower low water elev., 2.4' below mean sea level. U.S.C.& G.S. (1947)

PROPOSED BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MARCH 23, 1970 SHEET 2 OF 4

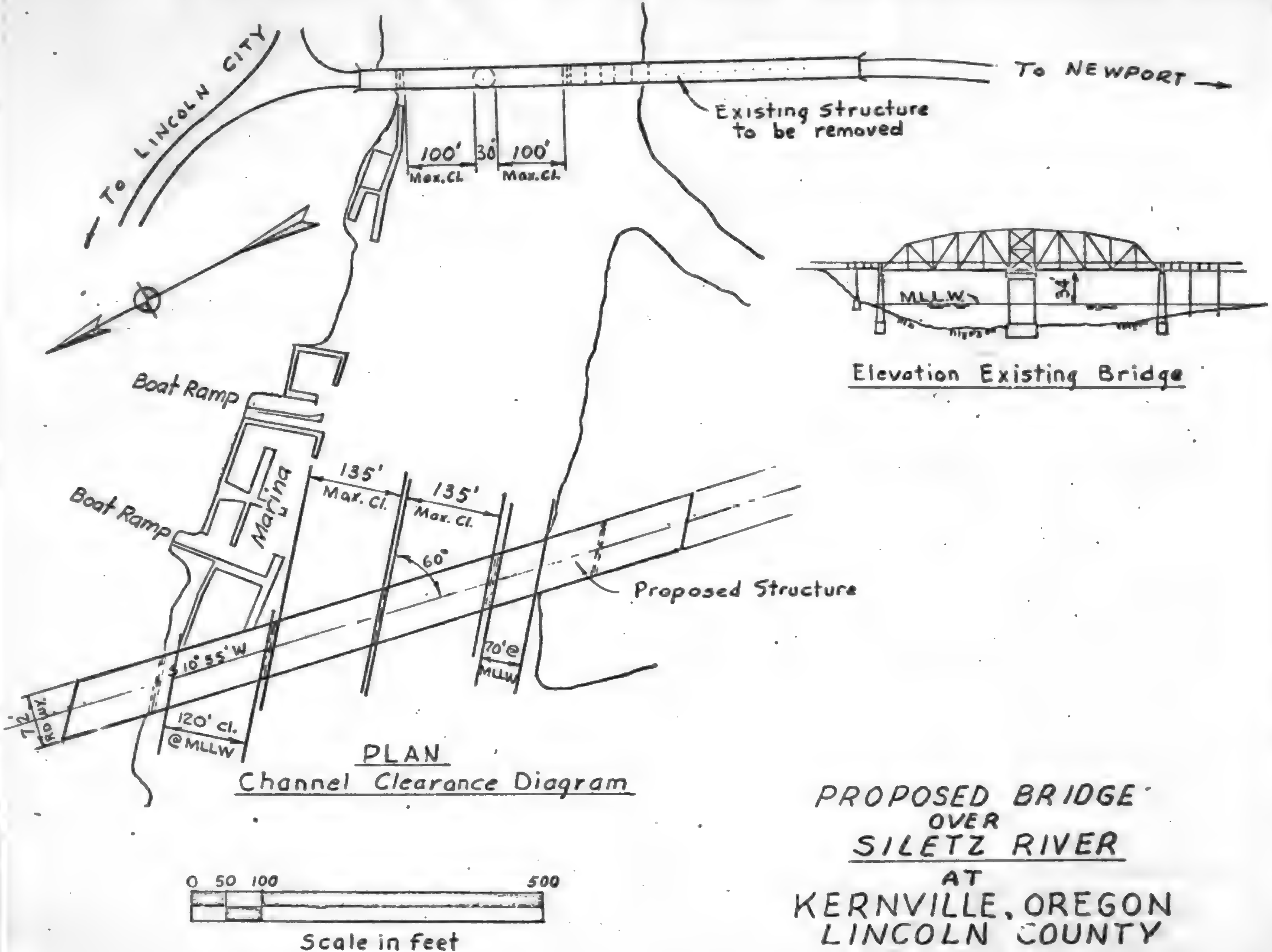

920'-0" Post-Tensioned Concrete Box Girder
4 Spans @ 165'-0" = 660'-0"
130'-0"
130'-0"
Sta. 141+35
Sta. 150+55
5'-0" Walk
5'-0" Walk
To Lincoln City
To Newport
G
A
B
C
D
E
H
Flood 3.5 M.P.H.
River
Ebb 5 M.P.H.
Siletz
120' Clear. @ MLLW
135' Horiz. Clear.
135' Horiz. Clear.
70' Cl. @ MLLW
750' Sp. R
S 10°55' W

PLAN


34.8'
M.H.W. 5.4
31.2
36.5
36.5
31.1
34.5
M.L.L.W. 0.0
Exist. Channel Bottom
MHHW Elev. +6.1
MHW Elev. +5.4
MSL Elev. +2.4
MLLW Elev. 0.0
3.7'
3.0'
2.4'
* M.S.L. Elev. 0.0 USC & GS, 1947 adj.
0
50
100
150
Scale in Feet
Sta. 145+50
Elev. 32.04 * USC & GS, 1947 adj.
+3.00%
-3.00%
1500' V.C.
structure
GRADE LINE
(26' Rt. of ℄)

ELEVATION

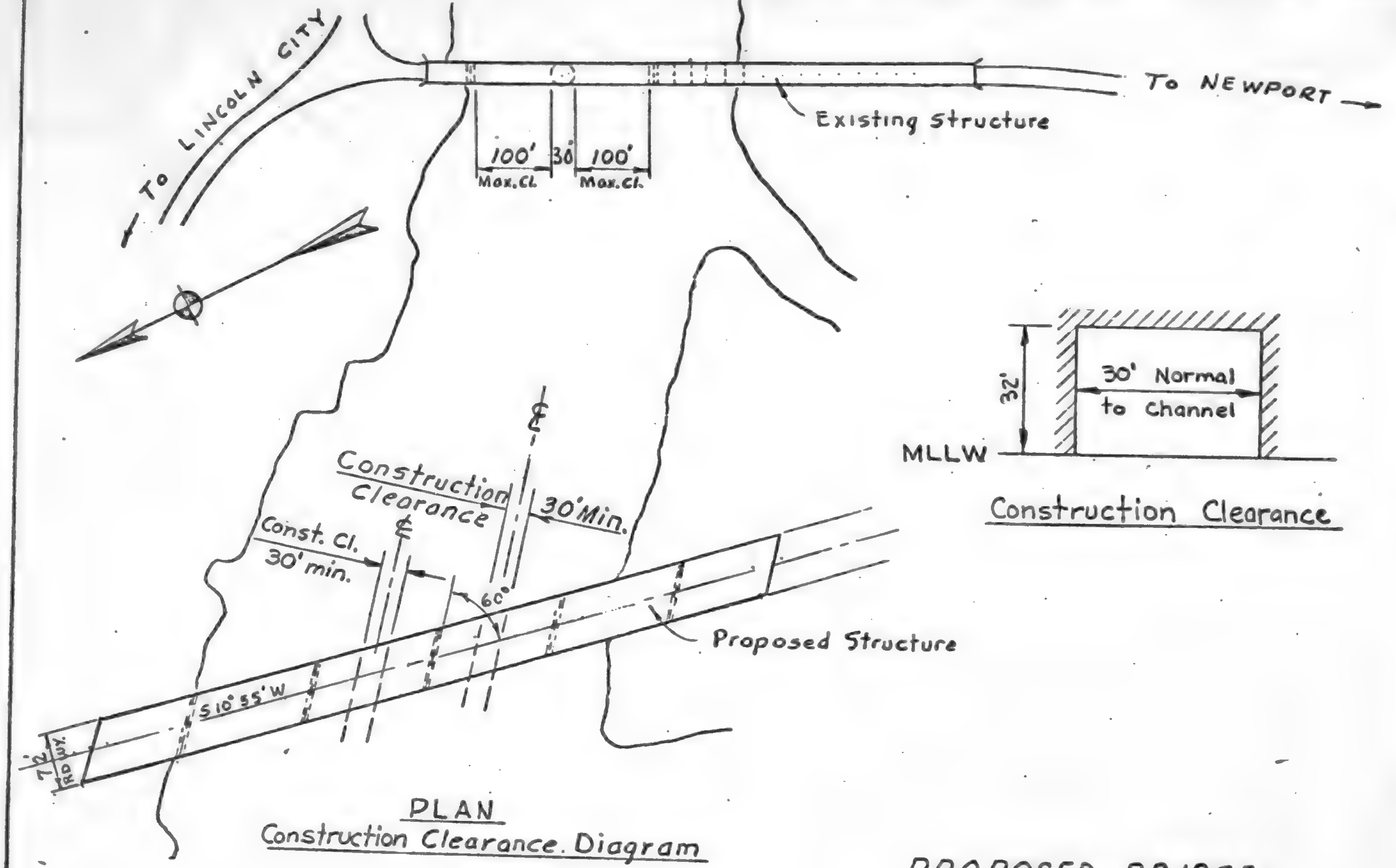
PROPOSED BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MARCH 23, 1970 SHEET 3 OF 4


To LINCOLN CITY
To NEWPORT →
Existing Structure to be removed
100' Max. Cl.
30'
100' Max. Cl.
MLLW
34'
Boat Ramp
Boat Ramp
Marina
135' Max. Cl.
135' Max. Cl.
60°
Proposed Structure
S 10°55' W
72' RD WY.
120' cl. @ MLLW
70' @ MLLW
0 50 100 500
Scale in feet

Elevation Existing Bridge

PLAN
Channel Clearance Diagram

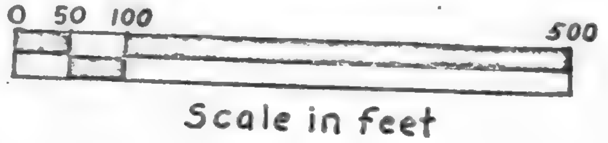
PROPOSED BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MARCH 23, 1970 SHEET 4 OF 4


To LINCOLN CITY
To NEWPORT
Existing Structure
100' Max.Cl.
30
100' Max.Cl.
32'
30' Normal to channel
MLLW
Construction Clearance
30'Min.
Const. Cl. 30' min.
60°
S10°55'W
7' RD
2' WY.
Proposed Structure

Construction Clearance

PLAN

Construction Clearance Diagram



Scale in feet

PROPOSED BRIDGE
OVER
SILETZ RIVER
AT
KERNVILLE, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MARCH 23, 1970 SHEET 4 a.

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JUN 28 1970
FOR FILING

DEPARTMENT OF TRANSPORTATION

TOM McCALL
GOVERNOR

JOHN M. FULTON
Director

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

E-RF-110(9)

7577

Porter

NOTED
R. L. PORTER

June 19, 1970

TO: Kess Cannon, Assistant to the Governor
Natural Resources

FROM: John Fulton

SILETZ RIVER BRIDGE

Dear Kess:

Here is the article from yesterday's Journal that I mentioned to you at Staff this morning.

I have understood that all agencies, including the Fish Commission, had approved the proposal for the new bridge at Kernville. It disturbs me that Dick Angstrom raises this issue, in particular making the statement that there has been no contact with them by the Highway Division.

John

JMF:j
Enclosure
cc: E. G. Westerdahl, II

bcc: Forrest Cooper
Rod Porter
Fred Klaboe

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JUN 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

Crisis In Oregon Estuaries: Agencies F

By DOUG YOCOM
Journal Staff Writer
Sixth in a series

KERNVILLE — Siletz Bay contains about 1,200 acres, fewer than two square miles.

The small estuary supports Coho, Chinook and several other fisheries, and softshell clams are harvested on mudflats between Kernville and Cutler City. Waterfowl winter in the bay or stop by during migration.

LIKE SEVERAL other Oregon estuaries, Siletz Bay is the scene of activity by both the developers and conservationists who are competing for the bay's tidelands.

Siletz Bay has its own housing development — Siletz Keys.

The Oregon Fish Commission doesn't care for it.

Soon, if plans of the State Highway Commission are carried out, a new bridge will cross the Siletz River at the edge of the estuary.

The Fish Commission isn't sure it likes the bridge, either.

SILTEZ KEYS, the development on an island at the mouth of the Siletz River, already has been chopped into 38 lots, most of which have been sold. Soon 24 more lots will be added on existing land. Through a series of canals nearly every lot will front on the bay.

H.G. Palmberg, president of Siletz Keys, Inc., has talked to the Oregon Division of State Lands about acquiring a few acres "to straighten out our property lines."

Palmberg also has written to the division that he is interested in acquiring 57 or 94 acres of state-owned tidelands either through purchase or by trading some uplands. However, he stresses that he has not made a formal application to the division to acquire any state lands.

"ALL THAT we are asking of the state at this time is to help us straighten out some property lines. We have showed the state only very, very tentative plans," said Palmberg, president of an Astoria construction company that specializes in hydraulic dredging.

He estimated "5 to 6 acres" of tidelands are needed for Siletz Keys to square off its property lines.

The Oregon Fish Commission, Oregon Game Commission, U.S. Bureau of Sports Fisheries and Wildlife and U.S. Bureau of Commercial Fisheries already have written the Division of State Lands urging it "not to sell any lands in the bay at this time" because of the effect on marine life.

DICK ANGSTROM, Orego Fish Commission representative, said the commission de initely would oppose the division selling large amounts o tidelands and might object t selling or trading even 5 or 6 acres.

Siletz Bay does not have a large amount of highly productive tidal flats," Angstrom said. "The area adjacent to Palmberg's land is about the most productive in the bay for food organisms.

"There is only so much submersible land, and for that reason it is very important. Even the loss of 3 or 4 acres could have a significant impact on the ecology of the bay," Angstrom said.

FISH biologists at the Oregon State University Marine Science Center aslo register strong objections to the Siletz Keys development.

William Q. Wick, head of the marine advisory program at the center, pulls out pictures of Boca Ciega Bay in Florida, which is filled with key-type developments.

"There isn't any bay left any more. It's all filled with housing developments," he noted.

WICK SAID the problem with "even one project" like Siletz Keys is that filling causes an addiitional deposits to form resulting in a gradual disappearance to the submersible land.

Palmberg, who with his associates, most of whom are in his construction company at Astoria, own half the Siletz Keys project. Loyd Calkins and the Calkins family from Lincoln City, who originated the project, own the other half, Palmberg said.

ight Sale Of Additional State Tidelands

"I've talked with representatives of the Fish Commission," Palmberg said. "For some reason they thought we were making an application to get state lands. The only thing I have done is try to square off our boundary lines.

"THEY FEEL that because of the ecology — I guess that is the new word now — that all lands should be left undisturbed, which means to stop all industry."

Palmberg said the only filling done so far has been on tidelands owned by the developers and asks if the water resource agencies are questioning his right to fill his own land.

Dr. Joel W. Hedgpeth, resident director of the Marine Science Center, answers unequivocally: "Yes."

"The right of a person to use land any way he sees fit has been dead for years," Hedgpeth said. "There is plenty of legal precedent. A person's right to use land is subject to the public good."

[illegible] OTHER project in Siletz bay that bothers the Fish Commission is the State Highway Commission's proposed four-lane bridge across the Si- [illegible] the east edge of [illegible]

[illegible] told that the Highway Commission approved the bridge April 21 said the Fish Commission was [illegible] proceeding with [illegible]

"W[illegible] talked to [illegible] the [illegible] very [illegible] and construction on the coast) should make it take a second look at this project.

"A very preliminary review indicates that if the bridge is placed on cement pillars, we may not oppose the crossing at that location. However, we need to be provided all the information available before we can make a final determination," Angstrom said.

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JUN 17 1970

FOR FILING

-RF-110(9)

7577

June 16, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Dear Sir:

Re: Siletz River (Kernville) Bridge
Drift Creek-Millport Slough Section
Oregon Coast Highway
Lincoln County
Bridge No. 9906

Your letter of May 13 requested alternate costs and span arrangements considered in arriving at our proposed structure layout.

Transmitted herewith are five prints each of Alternates "A", "B", "C", and "D" - Alternate "A" being the post-tensioned box girder of our original submittal. The estimated costs, including an allowance for engineering and contingencies, are as follows:

Alternate "A"	$2,106,000
Alternate "B"	2,147,000
Alternate "C"	2,332,000
Alternate "D"	1,908,000

We have studied various methods of utilizing precast prestressed elements for the 130'-four spans of 165'-130'-span configuration.

Alternate "B" utilizes a 6'5" deep bulb-tee section which could be hauled to the site in units of reasonable weight and length. These units could then be tensioned together at the site and lifted into place, or tensioned together in place with the use of temporary falsework bents. The four main spans would be continuous for live load.

Alternate "C" uses the same span length and prestressed section as Alternate "B", but would be made continuous for deck dead load. As is evident in the above tabulation, this scheme does not seem to have any economic advantage.

Alternate "D" consists of a 130'-four spans of 132'-130'-span arrangement utilizing a 5'5" deep bulb-tee, which is a standard section in Oregon. Although the estimated cost of this alternate is approximately $200,000 less than our original proposal, our engineering judgment dictates that we stay with the 165' spans. The longer spans across this tidal basin best provide for river flow and navigation and allows for full development of the existing marina facilities. Construction of one additional pier in the river would probably add more to the overall cost of the structure than we have recognized in our estimates.

We feel that the concrete post-tensioned structure with the 165' main spans is the most appropriate selection for this river crossing. This type of structure provides the optimum in protection for the prestressing steel from the corrosive coastal atmospheric conditions. Elimination of cracks in the entire superstructure, as well as the increased coverage to the strands, should make this a virtually maintenance-free structure.

In view of the above discussion, we ask that you take favorable action on the plan (Alternate "A") as previously submitted.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

Enc. (5)

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

LLW:ag ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 13, 1970

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon Project F 110(-)
Siletz River Bridge

Your discription of the structure preliminary plan submission outlines the reasons why you selected a post-tensioned box girder structure. We have no objection to your reasoning but would appreciate the alternate costs and span arrangements you considered before arriving at this conclusion.

We would like to evaluate and forward this information to our Regional office.

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MAY 15 1970
BRIDGE DIVISION

[illegible] RD
cc file

RECEIVED
JUN 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L. L. WALLACE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 17 1970
FOR FILING

E-RF#110(9)

7577

June 15, 1970

Lincoln County Board of Commissioners
Lincoln County Courthouse
Newport, Oregon 97365

Attention: Alberta M. Bryant
County Clerk

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 373" adopted by the Highway Commission on March 17, 1970, covering the Siletz River (Kernville) Bridge Section of the Oregon Coast Highway in Lincoln County.

Also attached is a survey design approval map.

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

ses
Attachments

RECEIVED
MAY 19 1970
FOR [illegible]

F-RF-110(9)
7577

Salem, Oregon
May 19, 1970

Mr. L. H. Young
Program and Planning Engineer

OFFICE

Siletz River Bridge
Clearinghouse Review

Attached is a copy of the Memorandum for the Record by Mr. O. B. Steely of the State Clearinghouse, relative to a meeting called by the State Highway Division because the original State Clearinghouse review contained the following statement: "All waterways and sloughs to be crossed should be fully bridged without diking in order to allow free movement of the waters therein."

When it was explained that the existing channels plus a special channel to be constructed will provide for the free movement of water, the Highway Division's proposal to bridge only the river and use fills as approaches was approved by all present even though the south approach will fill across a slough area.

The question of disposal areas for material stripped from the right of way prior to placing the fills was brought up. The assurance that our specifications will carry a provision prohibiting such disposal in any waterway was satisfactory to all in attendance.

The attached memorandum, combined with the original clearinghouse review, constitutes complete clearance for the project as proposed.

R. W. Ellison
Asst. Program and Planning Engineer

Attachment

RWE:ia

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
D. H. Moehring
R. L. Schroeder
H. S. Cox
R. N. Chase
B. L. Gifford

Memorandum for the Record

Conference on the Highway Division's Proposal
for a New Siletz River Bridge at Kernville.

A conference was held in the office of Mr. Glen Carter, Biologist, Water Pollution Division, Department of Environmental Quality, at 10 A.M. May 7, 1970. The following people were present:

Mr. Glen Carter, Dept. of Environmental Quality
Mr. Robert Ellison, Highway Division, Dept. of Transportation
Mr. Ron Hasselman, Fish Commission of Oregon
Mr. Reino Koski, Oregon State Game Commission
Mr. Baker Steely, Federal Aid Coordination Unit, Program Planning Division, Executive Department

The conference was called at the request of the Highway Division in order to assure that their proposal for construction of the Siletz River Bridge at Kernville would meet the criteria of Fish, Game, and Environmental Quality, and therefore receive their approval. An aerial map of the Siletz River Estuary (not to scale) was used in the discussion. On it were drawn the proposed center line of the section, and the approximate width of the right-of-way acquisition. The proposal was to straighten out the road north of the estuary at the point where it turns toward Kernville, bridge the main channel of the Siletz River with a span that will be 30 feet above the river, and then proceed in a southerly direction on a roadway built on top of fill on the islands in the Siletz estuary, up to the bank and join the existing roadway. Because the fill between th second and third islands would create a blocked area of water and thus prevent its free circulation, a channel which will measure 35 feet average width at zero elevation will be cut across the second island which will then release the impounded water and continue to provide free movement for the entire slough area.

Except for the fill in the slough area and a small indentation in the creek bank north of the bridge which will be straightened out by fill, there will be no incursion into the waters either of the main channel or of the slough. The projected slope of the fill is two-to-one which will minimize any runoff as a result of heavy precipitation. No infiltration of the slough waters is anticipated with this slope.

It was determined that there would be a net loss of approximately one acre of water surface area as a result of the fill and the clearing of the channel on the second island. This was not deemed to be critical by either Fish or Game. The question was asked about stripping vegetation and top soil from the land on which the fill was to be placed. It was decided that a specification would be written into the contract to assure that no excavated material will be deposited in any water.

With the provisions of construction mentioned above, the project as presented by the Highway Division received the approval of Fish, Game and Environmental Quality.

O.B. Steely, Coordinator
Federal Aid Coordination Unit
Program Planning Division

May 11, 1970

RECEIVED
MAY 11 1970

FOR FILING

E-RF-110(9)

7577

May 11, 1970

Mr. Ronald H. Hassleman
Assistant Water Resources Analyst
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

Re: Siletz River Bridge (Kernville)

Dear Ron:

During our meeting in the office of the Department of Environmental Quality on May 7, 1970, relative to the Siletz River Bridge at Kernville, you asked about the disposition of unsuitable material which is to be excavated from the right of way prior to placing the fills.

I am pleased to report that our Special Provisions for the project will carry a specification to the effect that disposition of said material in any waterway area will not be allowed.

It was a pleasure to meet with you and review this project in order to prevent any future complications which could result through misunderstanding.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. W. Ellison
Asst. Program and Planning Engineer

RWE:ia

cc: Baker Steeley, Executive Dept.
F. B. Klaboe
L. H. Young
D. J. Barbee
B. L. Gifford
R. N. Chase

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MAY 11 1970

FOR FILING

E-RF-110(9)

7577

May 11, 1970

Mr. Reino O. Koski
Staff Liberation Biologist
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

Re: Siletz River Bridge (Kernville)

Dear Mr. Koski:

Enclosed is a photo mosaic of the Siletz River Bridge site which you requested during our meeting in the office of the Department of Environmental Quality on May 7, 1970.

The center line of the project is shown on the mosaic. You will notice that two center lines are shown at the south end of the project. The blue line indicates the revised center line which is now planned for use on this project.

It was a pleasure to meet with you and review this project, in order to prevent any future complications which could result through misunderstanding.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. W. Ellison
Asst. Program and Planning Engineer

Encl.

RWE:ia

cc: Baker Steeley, Executive Dept.
F. B. Klaboe
L. H. Young
D. J. Barbee
B. L. Gifford
R. N. Chase

RECEIVED
MAY 11 1970

FOR [illegible]

F-RE-110(9)

7577

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1970

To:

SUBJECT:
Siletz River Bridge at Kernville
Meeting re. Environmental Quality Control

MEMORANDUM TO THE FILES

The State Clearinghouse review for the Siletz River (Kernville) Bridge project contained the following statement: "All waterways and sloughs to be crossed should be fully bridged without diking in order to allow free movement of the waters therein."

In order to ensure that the work planned by the Highway Division is compatible with the intent of that statement, a meeting was held at 10:00 a.m., May 7, 1970, State Office Building, Portland, office of the Department of Environmental Quality Control. Persons in attendance were:

Ronald W. Hassleman, Assistant Water Resources Analyst, Fish Commission
Glen D. Carter, Chief Biologist, Water Quality Studies, Department of Environmental Quality
Reino O. Koski, Staff Liberation Biologist, Game Commission
Baker Steeley, State Clearinghouse, Executive Department
R. W. Ellison, Asst. Program and Planning Engineer, State Highway Division

Highway Division plans for the location of approach fills and structure were explained with the aid of an aerial mosaic of the area. It was pointed out that the north fill would extend from a connection with the existing highway southward to the structure and toe out at the north edge of the river with no fill in the river. The fact that the west side of this fill will spill into a small section of the slough running parallel to it was discussed and was determined nondetrimental as long as the slough remained opened to allow for the free movement of the water therein.

It was explained that the south approach fill would extend from the south shore of the river (with no fill in the river) to a connection with the existing highway opposite the Siletz Keys Estates, and that this fill would extend across two sloughs and the borrow ditch which was created when the existing highway was constructed.

Because of the existing outlets and a proposed channel to be constructed by the State Highway Division, it was the opinion of all present that the free flow of water would not be restricted and the state's plans are adequate. There was some concern about the displacement of organisms which might be living in the slough and the displacement or elimination of the organisms by the fill. It was determined that the benefits of the new facility outweighed the disadvantages of filling across the slough and the fill was approved.

The Fish and Game Commissions and the Department of Environmental Quality were all concerned about muddying of the river during construction. They were assured that this would be kept to a minimum. The Fish Commission was concerned about disposition of the material which is to be excavated from the right of way prior to placing the fill. They were informed (by letter after the meeting) that in accord with their request, this material will not be placed in any waterway.

The State Clearinghouse will document the meeting and indicate the state's plans for approach fills are acceptable to all present.

R.W. Ellison
R. W. Ellison
Asst. Program and Planning Engineer

RWE:ia

cc: F. B. Klaboe
L. H. Young
D. J. Barbee
B. L. Gifford
R. N. Chase

RECEIVED
APR 27 1970
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-RF-110(9)

April 24, 1970

Mr. R. E. Simpson, Division Engineer
Bureau of Public Roads 7577
477 Cottage Street, N. E.
Salem, Oregon 97310

SUBJECT: Throughway Agreement
Siletz River (Kernville) Bridge
Oregon Coast Highway, No. 9
Lincoln County

Dear Mr. Simpson:

Herewith for your consideration and approval are two conformed copies of a throughway agreement covering the acquisition of right-of-way, construction, adjustment of utilities, abandonment of existing highway, and maintenance on subject project.

If your concurrence is required, please notify this office and the Highway Commission's certified copy will be forwarded for your official approval. An advance copy was submitted previously.

Very truly yours,

Forrest Cooper
State Highway Engineer

By: H. S. Cox
H. S. Cox
County and City Engineer

MCH:ljt
Enclosure

cc: W. B. Klaboe
L. H. Young
L. I. Lindas
Floyd Query

RECEIVED
JUN 5 - 1970

FOR FILING

F-RF-110 (9)
7577

H/C
4-21-70

April 22, 1970

Board of County Commissioners
Lincoln County
Courthouse
Newport, Oregon 97365

~~MISC. CONTRACTS and~~
~~AGREEMENTS No.~~
A&R 522

Attention: Alberta M. Bryant
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to construction of the Siletz River (Kernville) Bridge Section of the Oregon Coast Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Attachment

cc H. S. Cox
(conf. agreement attached)

RECEIVED
MAR 30 1970
FOR FILING

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R/W
abd & Rel

March 30, 1970

Oregon State Highway Commission

Gentlemen:

The Lincoln County Board of Commissioners has signed an agreement for construction of the Siletz River (Kernville) Bridge Section of the Oregon Coast Highway near the community of Kernville.

This agreement provides for construction and maintenance of the project by the State and covers right-of-way acquisition, grading, base, paving, signing, and a new bridge crossing the Siletz River on revised alignment. All road closures pertain to the existing Oregon Coast Highway, because there are no County road connections in this area. The County has agreed to cooperate with the State in the relocation or adjustment of any utility facilities which may be in conflict with the plans for the project. Upon completion of the proposed project, the County agrees to accept all the State's right, title, interest, jurisdiction, maintenance, and control of approximately one-half mile of the existing highway which is to be bypassed by the new construction.

This matter will be presented for your consideration at the April 21 meeting.

I recommend approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Quary
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
F. D. Morgan
L. H. Young
D. H. Moehring
H. S. Cox
R. D. Asburry

MCH:ljt sr

RECEIVED
APR 28 1970
FOR FILING

Edwards

Port of Newport

RF-110(9)

7577

503: 265-7758
P. O. BOX 1221
NEWPORT, OREGON 97365

LYLE HASSELBRINK
PRESIDENT
LINCOLN CITY, OREGON

TOM LASHBAUGH
ST VICE-PRESIDENT
NEWPORT, OREGON

JOHN SUTTON
2ND VICE-PRESIDENT
NEWPORT, OREGON

STANLEY R. ALLYN
SECRETARY
DEPOE BAY, OREGON

DANIEL T. BROWNING
TREASURER
LINCOLN CITY, OREGON

FRED H. WEAKLEY
MANAGER

T. W. ABENDROTH
ADMINISTRATOR

HENRY BOLTON
HARBORMASTER
DEPOE BAY, OREGON

T. R. ADAMS
ATTORNEY

April 22, 1970

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

The Commissioners of the Port of Newport wish to express their appreciation and to thank you for the change of the Siletz Bridge plans.

Knowing that the bridge will have a clearance of a minimum of thirty feet above mean high tide gives us the go-ahead on the proposed development of the jetties and channel.

Thank you again for your cooperation----we are looking forward to the completion of the project. If there is anything we can do to assist, please do not hesitate to call.

Sincerely,

Fred Weakley
Fred H. Weakley
Manager

FHW/brs

NOTED
L. PORTER

copy - Merchant
4-28-70

NOTED
TOM EDWARDS

RECEIVED
APR 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 28 1970
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EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

ARD G. WESTERDAHL, II
Director

REFERRED TO
Klube
BY DEPUTY STATE H

April 22, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

HIGHWAY DIVISION--SILETZ RIVER (KERNVILLE) BRIDGE SECTION

This project has been coordinated with the interested state agencies and all concur. The approval has been delayed pending a study of the proposed routing of the bridge to determine its effect on the Siletz River Estuary and Siletz Bay.

The Siletz River supports runs of salmon and steelhead, and their runs should be unimpaired. Therefore, the bridge construction should be such as to avoid pollution and siltation loads during construction. All waterways and sloughs to be crossed should be fully bridged without diking in order to allow free movement of the waters therein.

Ed

Edward G. Westerdahl, II

Young
4-27-70

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APR 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B.

NOTED
FORREST COOPER

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APR 20 1970
FOR FILING
FORM E-30-X (12-67)

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7577

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 13, 1970

To: MEMO TO THE FILES

SUBJECT: Kernville Bridge Section
Oregon Coast Highway
Alden Vickstrom
Siletz Moorage

H. H. Patterson and I met with Alden Vickstrom, owner of the Siletz Moorage in Kernville, Wednesday, April 8. It wasn't so much that he wanted to know what our plan was but more he wanted to know ourschedule. He had sat in on the latter portion of the public hearing. He had also been contacted previously by the Right of Way Liaison Agent.

We did not give him a positive schedule but did indicate the present tentative one and indicated all of the things that could happen to postpone even it.

As to design features we showed him both the bridge vicinity map and the preliminary plan for the structure. He had thought that our right of way would clear his home by 100 feet. It will now bearly clear it by 50 feet. This was explained.

He was also told that we would have to acquire the right of way as presented layed out and pay whatever damages and acquisition cost was involved. However, there should be some area that after our construction could be developed and utilized for parking that we could allow him to utilize on a land use permit basis. The same would go for docks intthe river. The reason we shouldn't acquire the property subject to a continuation of these two uses is that we should own the basic right ourself in case of the need for maintenance or emergency operations.

R. D. Asburry
DIVISION ENGINEER

by

Gerald W. Wimer
ASST. DIVISION ENGINEER

RECEIVED
APR 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

GWW/cg

cc: Tom Edwards ✓
Rod Henry
H. H. Patterson

NOTED
TOM EDWARDS

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APR 15 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

E-RF-110(9)

7577

April 13, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97310

K.

Attention Mr. Herbert A. Schell, Jr.

Gentlemen:

Siletz River Kernville Bridge
Siletz River (Kernville) Section
Oregon Coast Highway
Lincoln County Bridge No. 9906

On previous dates we have submitted our preliminary design and foundation reports for the subject bridge. We are now submitting five sets of the hydraulic report for the area at and near the subject bridge site.

Will you please add this to our drawings and foundation report which will complete our preliminary submission for the design and construction of the subject bridge.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR:DH
Enclosure

cc Tom Edwards
L. M. Young
V. C. Skoog

NOTED
TOM EDWARDS

RECEIVED
APR 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

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APR 6 - 1970
FOR FILIN

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 2, 1970

SUBJECT:

To: MEMO TO FILE

At the request of the Assistant Highway Engineer, Tom Edwards, I have contacted Mr. Vickstrom, owner of the boat moorage at Kernville which will be affected by the construction of the Kernville bridge, telephone 996-3671, and have made an appointment for someone from this office to meet with him on the site next Wednesday, April 8th, to discuss with him the proposed construction work.

R. D. Asburry
R. D. Asburry
DIVISION ENGINEER

RDA:dm

cc Tom Edwards
G. W. Wimer

NOTED
TOM EDWARDS

RECEIVED
APR 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ECEIVED
APR 6 - 1970

FORM 2-10-X (12-67)
FOR FILING

RF-110(9)

7577

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1970

SUBJECT: Siletz R. Br. at Kernville
Oregon Coast Highway
Lincoln County
Bridge No. 9906

To: R. D. Asburry
Division Engineer
E. SALEM HWY. BLDG.

In order to complete our application for a Coast Guard permit to enable us to construct the subject structure we are required to submit the attached tracings showing the proposed location and clearances for the bridge. You will note that on Sheet No. 1 there is a space for the signatures of the President and Secretary of the Port of Newport.

We are sending these tracings along with 3 prints each so that you may obtain the proper signatures. This should be done as soon as practical as the date for the calling for bids for the construction of this structure is tentatively scheduled for January 21, 1971. After you obtain the signed tracings please return the tracings so that they may be incorporated in the application for the permit.

The prints may be retained by you and the county court.

ORIGINAL SIGNED
T. C. ROAKE
Theo. C. Roake
Assistant Bridge Engineer

TCR:jf
cc: Tom Edwards ✓
A. A. Rear

NOTED
TOM EDWARDS

RECEIVED
APR 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 3 - 1970
FOR FILING
F-RF-110(9)
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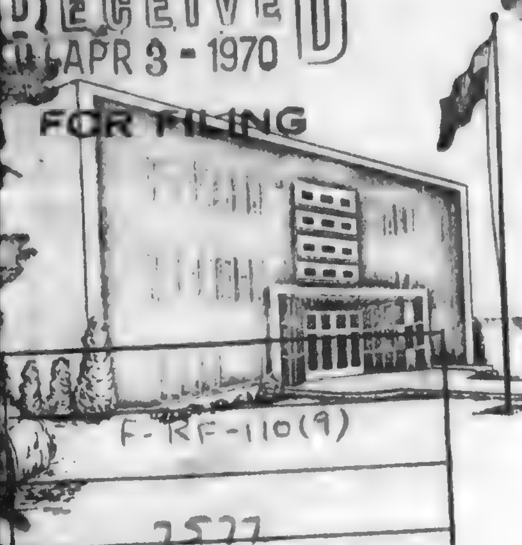


COUNTY PLANNER
LYNN STEIGER

COUNTY OF LINCOLN

Newport, Oregon 97365

March 31, 1970

Oregon State Highway Department
State Highway Building
Salem, Oregon

Dear Sirs:

At the March 23, 1970, meeting the Lincoln County Planning Commission reviewed the location of the proposed Kernville bridge. They voted unanimously to support the location. It was their feeling, however, that the design and construction should be in accord with the needs and desires of the Bureau of Sports Fisheries and Wildlife, State Land Board, State Water Resources Board, State Fish Commission and the Corps of Engineers.

Respectfully,

Lynn D Steiger
Lynn D. Steiger
COUNTY PLANNER

cc: Mr. Jay Otto
Mr. Al Couper
Bureau of Sports Fisheries and Wildlife
State Land Board
State Water Resources Board
State Fish Commission
Corps of Engineers

LDS:pe

orig 4-3-70
REFERRED TO
Young
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

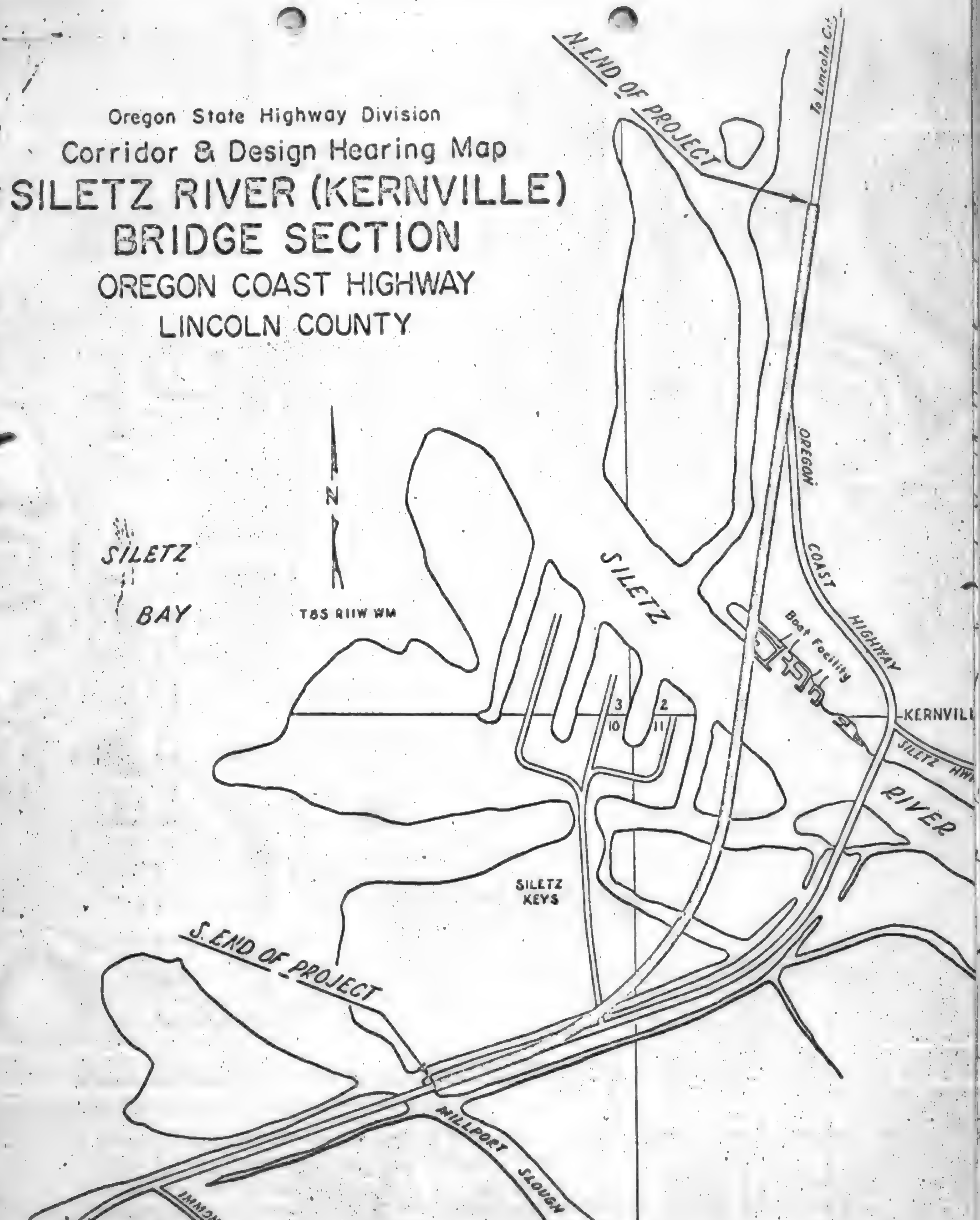
Oregon State Highway Division

Corridor & Design Hearing Map

SILETZ RIVER (KERNVILLE) BRIDGE SECTION

OREGON COAST HIGHWAY

LINCOLN COUNTY


N. END OF PROJECT
To Lincoln City
OREGON COAST HIGHWAY
SILETZ
Boat Facility
KERNVILL
SILETZ HWY
RIVER
SILETZ BAY
N
T8S R11W WM
3
2
10
11
SILETZ KEYS
S. END OF PROJECT
MILLPORT SLOUGH
IMMONEN RD
To Newport

ATTACHMENT B

NOTICE OF INTENT
February 27, 1970

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency: State Highway Division — Salem (Address)
Contact Person: L. H. Young — 2761 (Phone)

1. Project Location

Administrative District: ④ City:

County: Lincoln Special District(s) (if applicable):

Other affected jurisdictions/agencies:

2. Federal Program

Common Program Name: Federal Aid Primary

Authorizing Legislation: Title 23 USC Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency, Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant: 2,424,000 — Source of State Agency Share (if any)

Local Applicant Share: - — General Fund: -

*State Agency Share: 1,616,000 — Other Funds (specify):

Other (specify): -

TOTAL: 4,040,000 — *Total State Agency Share: 1,616,000

*Indicates totals should be equal.

4. Estimated Application Filing Date: April 1, 1970

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

Siletz River (Kernville) Bridge Sec., Oregon Coast Hwy.

Project consists of preliminary engineering, right-of-way acquisition, grading, paving, structures and incidental work to convert the existing two-lane facility to four lanes with limited access.

Length of Project	0.8 mile	
Estimated ADT	1968 = 4850	1989 = 10,000
Standards	Class A (4) Highway (Technical Bulletin No. 19)	
Typical Section	The proposed facility will be a 4-lane Highway having a variable 4-foot to 16-foot median, 12-foot travel lanes and 10-foot shoulders.	
Structure	Crossing of the Siletz River approximately 800 feet west of, or downstream from the existing structure.	

See attached map for geographic location.

RECEIVED
MAR 30 1970

FOR FILING

F-RF-110(9)

7577

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1970

SUBJECT: Mattie Olson Property
Siletz River Bridge Section
Oregon Coast Highway
Lincoln County

To: Mr. John Oakes
Assistant Right of Way Engineer
Building

Reference is made to hardship requests dated November 3, 1969 and March 2, 1970 on subject property. We have just received a copy of the detail map which indicates a partial taking of this property, not including the buildings.

The project has been referred to the two "clearing houses", i.e., The Linn-Benton Association of Governments and the Federal Aid Coordinating Unit of the Executive Department, for their review and until we receive answers from these agencies nothing can be done toward finalization of this project and purchase of right of way. I expect some word by April 3 and will advise you further at that time.

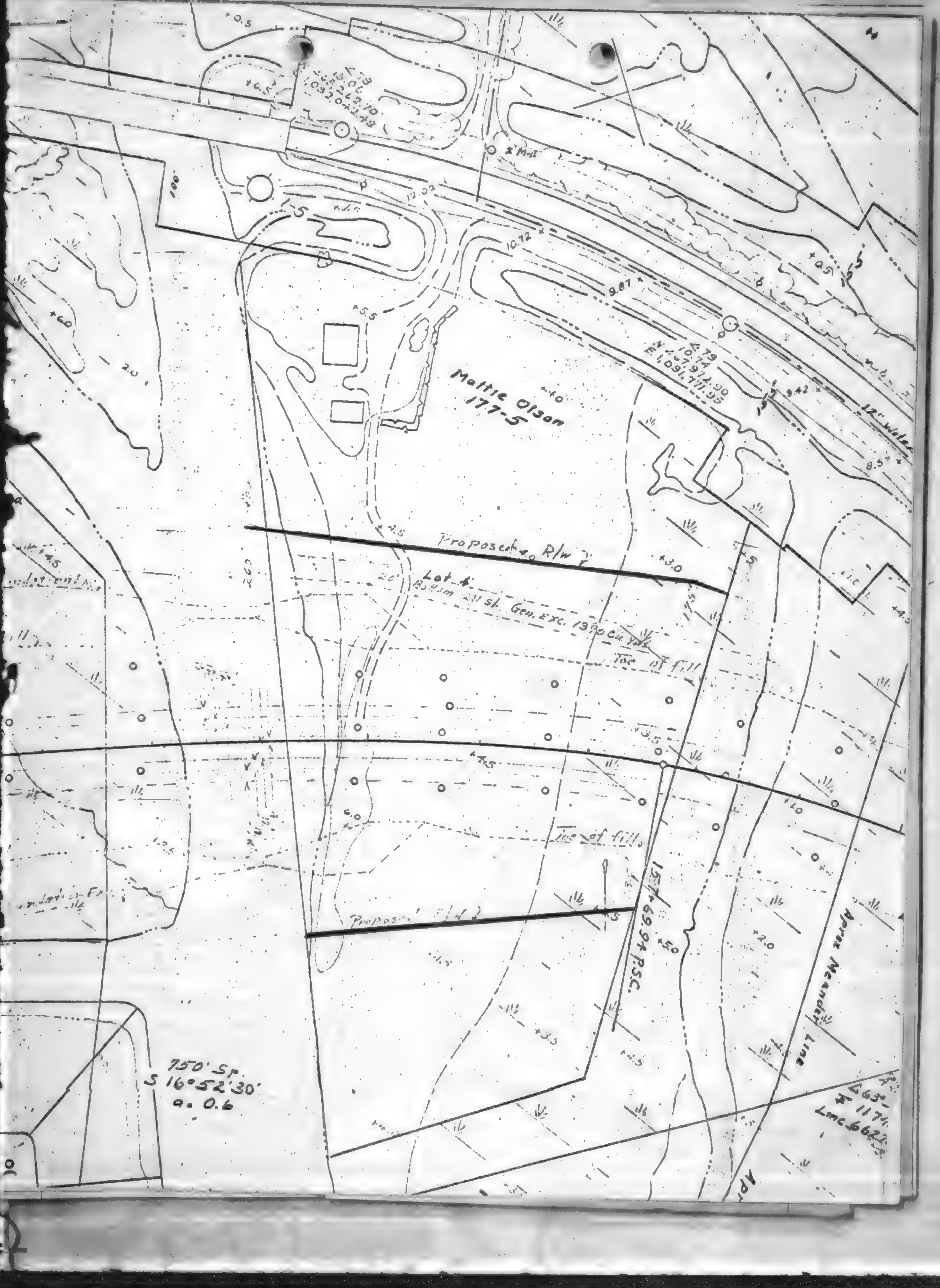
Assuming that we receive approval of the project as presently proposed, we will proceed with the purchase as a hardship case.

D. J. Barbee
Design Engineer

By A. Olson
A. D. Olson
Preliminary Design Engineer

ADO:jp
cc: F. B. Klaboe

RECEIVED
MAR 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Mattie Olson
177-5
Proposed R/W
Lot 4
Bottom all sl. Gen. Exc. 1390 Cu. Yds.
Toe of fill
Toe of fill
Proposed
157+69.94 P.S.C.
Aprox Meander Line
12" Water
∆ 79
10.74
N 167,972.90
E 1,091,771.95
9.87
10.72
12.02
9.42
8.57
2" Mill
750' Sp.
S 16°52'30"
a. 0.6
∆ 63°
T 1174
Lmc 6621
Foundation Fr.

RECEIVED
MAR 27 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

E-RF-110(9)

7577

March 25, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Attention: Herb Schell

Gentlemen:

Re: Siletz R. (Kernville) Br.
Siletz R. (Kernville) Br. Sec.
Oregon Coast Highway
Lincoln County
Bridge No. 9906

On March 10, 1970, we submitted prints of our Drawings Nos. 26240 and 26123 as our preliminary submission for the design and construction of the subject bridge. In the letter of submittal we stated that the foundation report would be submitted when available. Attached are 5 sets of the xeroxed foundation report and 5 prints each of Drawings Nos. 26125 and 26126 which are the foundation data drawings.

Please add this report and drawings to our submission of March 10, 1970. The hydraulic report has not been completed as yet and will be sent to you when available.

Yours very truly,

Ivan D. Merchant
Bridge Engineer
By:
ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

TCR:jf
cc: Tom Edwards ✓
L. H. Young
V. E. Skoog

NOTED
TOM EDWARDS

RECEIVED
MAR 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 19 1970
FOR FILING

F-RF-110(9)

7577

March 13, 1970

Oregon State Highway Commission

Gentlemen:

The survey on the Siletz River (Kernville) Bridge Section on the Oregon Coast Highway in Lincoln County has been completed. All required public hearings have been held and the Bureau of Public Roads granted design approval February 12, 1970.

This project is 0.8 mile in length. The proposed improvement will replace the existing Siletz River Bridge on new alignment with a connecting roadway composed of four 12-foot travel lanes, variable four-foot to 16-foot median and 10-foot shoulders. The estimated cost of construction is $3,800,000 and the estimated right-of-way cost is $200,000 for a total estimated cost of $4,000,000.

I recommend survey-design approval of this project and request authority to purchase the necessary rights-of-way. This project was approved for financing and listed on Program XII September 30, 1969.

This matter will be on the agenda for your consideration at the March 17 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

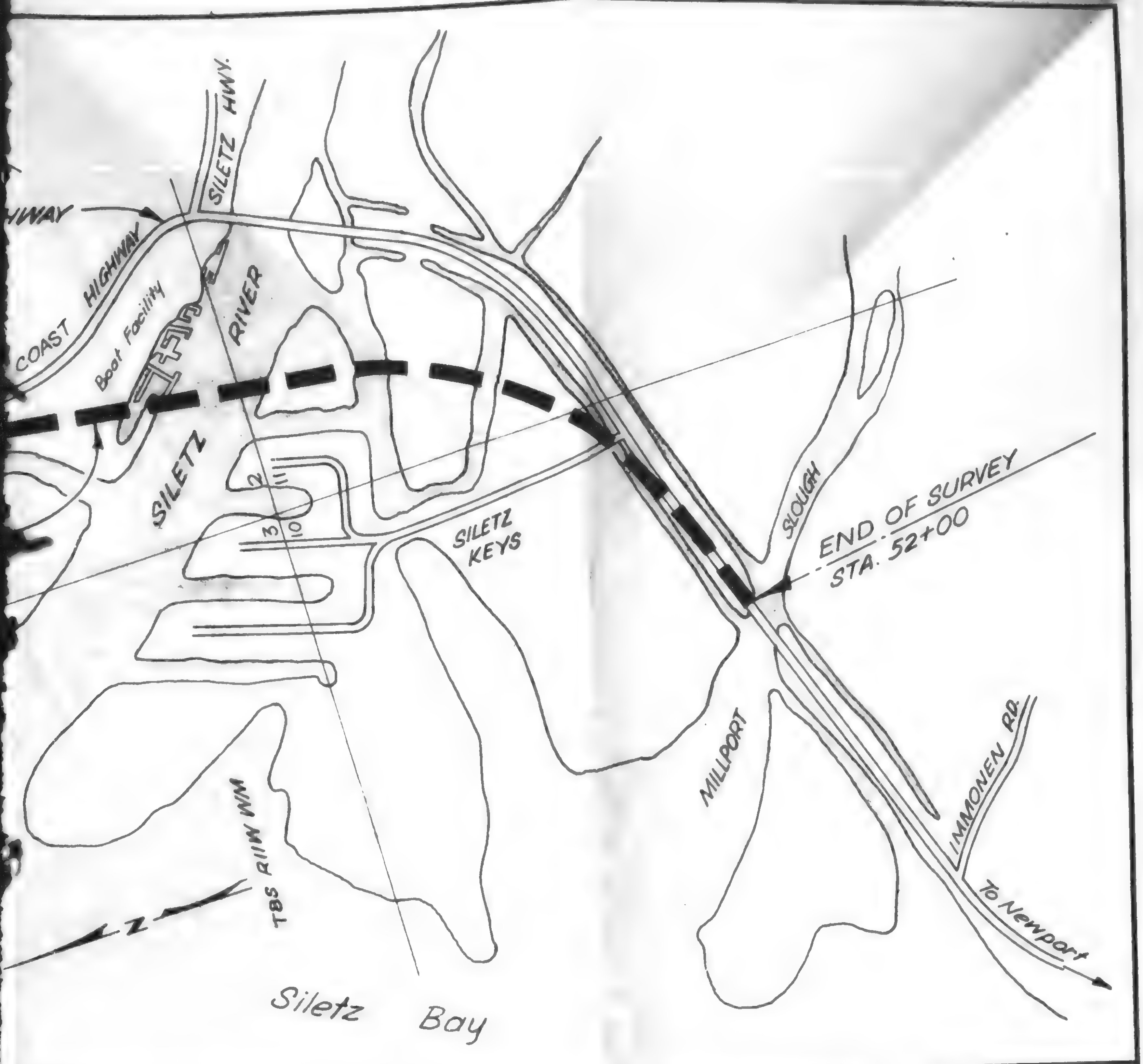
Attachment - Map

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
L. H. Young

D. J. Barbee
D. H. Moehring
F. D. Morgan
V. E. Skoog
R. D. Asburry

BLG:aw sr

DRG. NO. 1R-4-423


HWAY
SILETZ HWY.
COAST HIGHWAY
Boat Facility
RIVER
SILETZ
2
3
10
SILETZ
KEYS
SLOUGH
END OF SURVEY
STA. 52+00
MILLPORT
IMMONEN RD.
To Newport
TBS R11W WM
N
Siletz Bay

C HEARING 10-16-69
EM ACTION
COUNTY NOT REQ.
STATE HIGHWAY COMMISSION NOT REQ.
BUREAU OF PUBLIC ROADS " "
OUGHWAY RESOLUTION ADOPTED NOV 3, 1948
ESS CONTROL LIMITED

PROVED: MAR 12 1970

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY DESIGN APPROVAL MAP

SILETZ RIVER (KERNVILLE) BRIDGE SECTION

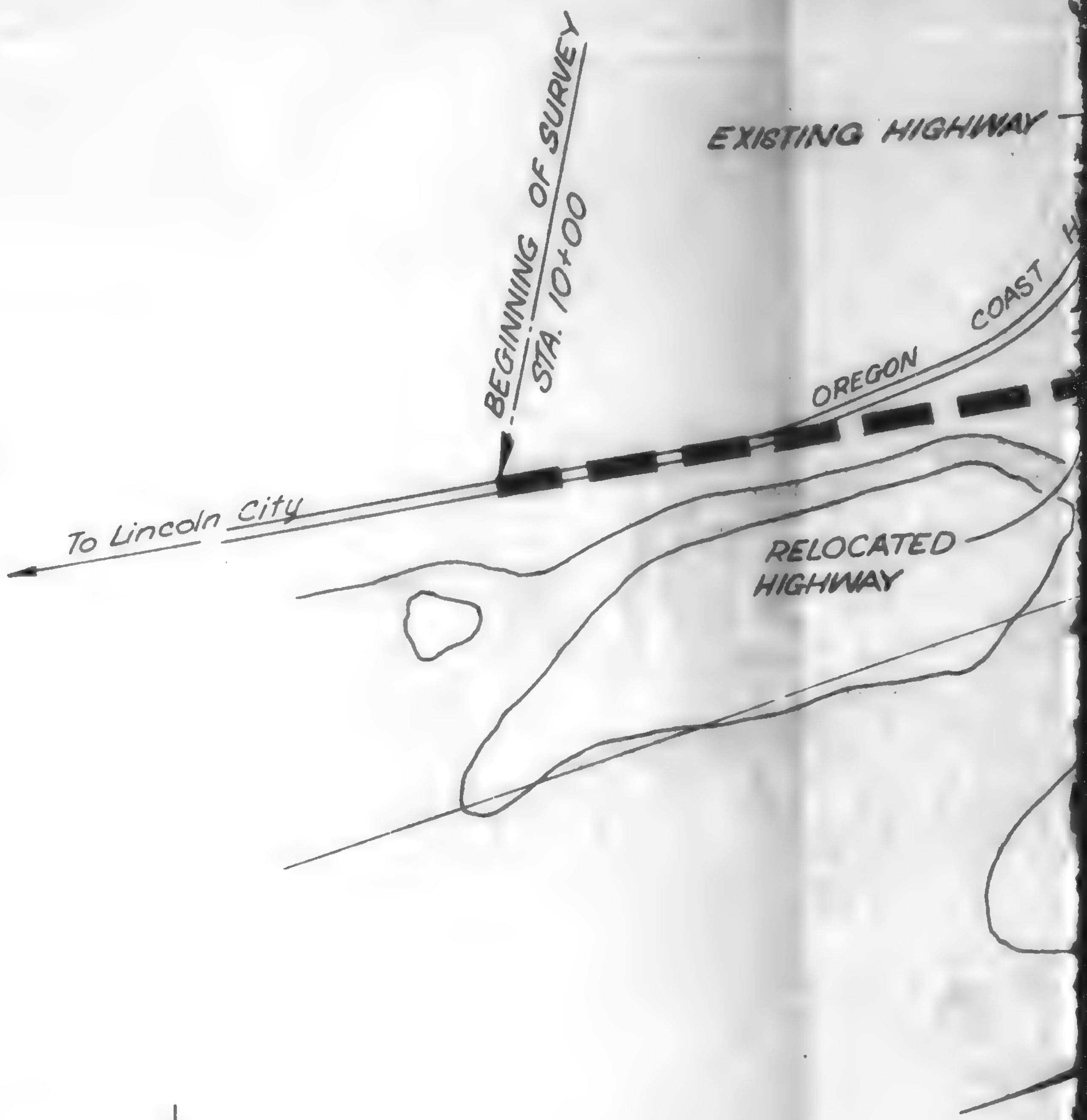
OREGON COAST HIGHWAY

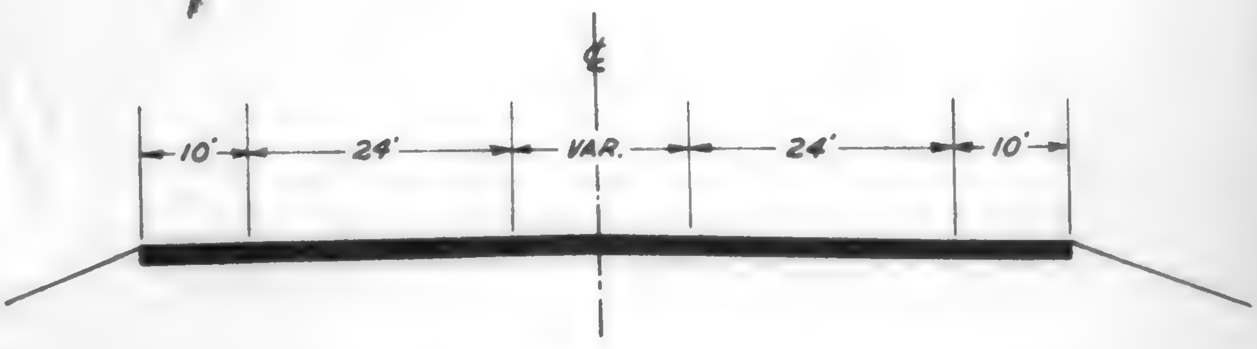
LINCOLN COUNTY

SCALE: 1"=600' ± DATE: MARCH 1970

FOR DETAILS SEE DRG. NO. 3B-24-19

T. 8 S. R. 11 W. W.M.


EXISTING HIGHWAY
BEGINNING OF SURVEY
STA. 10+00
OREGON COAST H
To Lincoln City
RELOCATED
HIGHWAY


℄
10'
24'
VAR.
24'
10'

TYPICAL SECTION

PUBLIC HEARING
SYSTEM ACTION
COUNTY
STATE H
BUREAU
THROUGHWAY RE
ACCESS CONTROL

APPROVED

0.80 Mi.

RECEIVED
MAR 11 1970
FOR FILING

F-RF 110(9)
7577

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

R. L. Porter
F. B. Klaboe
Victor Wolfe
D. J. Barbee
F. D. Morgan
L. H. Young
R. D. Asburry (w/attach)

March 11, 1970

Mr. Joe Steere
Lincoln County Engineer
Courthouse
Newport, Oregon 97365

[illegible] PORTER

Dear Mr. Steere:

Herewith for your consideration are four copies of a proposed throughway agreement which, when completed, will clear the way for construction of the Siletz River (Kernville) Bridge Section of the Oregon Coast Highway (US 101) near the community of Kernville, and lying within the boundaries of Lincoln County.

This proposed agreement provides for construction and maintenance of the project by State and covers right-of-way acquisition, grading, base, paving, signing and a new bridge crossing the Siletz River. All road closures pertain to the existing Oregon Coast Highway as no County roads connect in this area. The County is requested to cooperate with State in the relocation or adjustment of any utility facilities which may be in conflict with the plans for the project. Upon completion of the proposed project and the opening of the new section to traffic, County is to accept all State's right, title and interest, and assume all jurisdiction, maintenance and control of a portion of the existing highway which is to be by-passed by the new construction.

Please study the contents of the proposed agreement and, if acceptable to you, present it to the Board of County Commissioners for their consideration and approval. The Board is requested to execute three copies of the agreement, have the County Clerk attest and affix the County Seal, and forward the three signed copies to this office for presentation to the Highway Commission. Following their approval and certification by the Highway Commission Secretary, a fully executed copy will be returned for the County's permanent records. In the interim, the fourth copy should be retained for your reference.

We appreciate your interest and cooperation in these matters and, if we can be of any assistance whatever, please feel free to call 364-2171, extension 1067.

Very truly yours,

Forrest Cooper
State Highway Engineer

Mainor C. Holmes

BY: H. S. Cox
for County and City Engineer

MCH:ljt
Enclosures

RECEIVED
MAR 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 10, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97310

Dear Mr. Simpson

Re: Siletz River (Kernville) Br.
Drift Creek-Millport Slough Sec.
Oregon Coast Highway
Lincoln County
Bridge No. 9906

Enclosed are five prints each of Drawings Nos. 26240 and 26123 which are the preliminary plan and elevation and the vicinity map for the proposed Siletz River Bridge at Kernville. Also enclosed are five prints of an artist's sketch of the proposed bridge. The hydraulic report and foundation report will be forwarded as they become available.

Roadway width and alignment were established in accordance with the required standards for the highway section. The grade line was established to provide thirty feet of clearance above high water. Pier locations were established to best provide for river flow and navigation and to allow for full development of the existing marina facilities. Bridge ends were located so as to bench back from the existing river bank to provide for access under the structure and to keep fill requirements reasonable.

A concrete box girder structure, post-tensioned throughout its length, was chosen because of the coastal location. A constant depth structure was used to keep the grade line to minimum elevation while providing the required vertical clearance. A steel structure is not as well suited to this location because of the resulting excessive maintenance costs. A cast-in-place concrete box girder would not have the resistance to cracking resulting in more maintenance than a prestressed box. It would also require more structural depth resulting in a higher grade line and greater fill loads at the bridge ends. End bents and all piers are to be on steel piling with seals required at interior piers.

NOTED
TOM EDWARDS

The estimated cost, based on approximate quantities and including an allowance for engineering and contingencies, is $2,000,000. This is being sent to you as a preliminary submission for your approval.

Yours very truly,

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

JEB:jf

cc: Tom Edwards ✓
L. H. Young
V. E. Skoog

RECEIVED
MAR 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 4 1970

RH-10(1)

7577

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 2, 1970

Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notices of Intent to apply for federal assistance for three federal-aid projects as follows:

State Administrative District No. 3
Federal-Aid Primary Rickreall-Independence Jct. Sec.
Willamina-Salem Highway

State Administrative District No. 4
Federal-Aid Primary Siletz River (Kernville) Br. Sec.
Oregon Coast Highway

State Administrative District No. 7
Federal-Aid Primary Brookings-Winchuck River Sec.
Oregon Coast Highway

The estimated date of filing for Federal-Aid Funds on these projects varies from April 1 to September 1, 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attach.
cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
R. L. Schroeder
H. S. Cox
B. L. Gifford
R. N. Chase

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RECEIVED
MAR 3 - 1970
FOR FILING

F-RF-110(9)
7577

March 2, 1970

Linn-Benton Association
of Governments
P. O. Box 100
Linn County Courthouse
Albany, Oregon 97321

Attention: Mr. Frank Kibel
Chairman

Gentlemen:

Attached for your review and comment as district clearinghouse (Re: Executive Memorandum 01-270-02), please find a complete Notice of Intent to apply for federal assistance for the following federal-aid project:

Siletz River (Kernville) Bridge Section
Oregon Coast Highway

As required by said Executive Memorandum, the Notice of Intent has been sent to the State clearinghouse for review and comment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

ELG:bb

Attach.

cc: R. E. Simpson, BPR
F. B. Kiebke
D. J. Burke
H. S. Cox
R. L. Schroeder
B. L. Gifford
R. M. Chase

ATTACHMENT B

NOTICE OF INTENT
February 27, 1970

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency .... State Highway Division .... Salem (Address)

Contact Person .... L. H. Young .... 2761 (Phone)

1. Project Location

Administrative District .... 4 .... City ....

County .... Lincoln .... Special District(s) (if applicable) ....

Other affected jurisdictions/agencies ....

---

2. Federal Program

Common Program Name .... Federal Aid Primary

Authorizing Legislation .... Title 23 USC Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. .... Department of Transportation

Agency .... Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant	2,424,000	Source of State Agency Share (if any)	
Local Applicant Share	-	General Fund	-
*State Agency Share	1,616,000	Other Funds (specify)	
Other (specify)	-		
TOTAL	4,040,000	*Total State Agency Share	1,616,000

*Indicates totals should be equal.

---

4. Estimated Application Filing Date .... April 1, 1970

---

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

Siletz River (Kernville) Bridge Sec., Oregon Coast Hwy.

Project consists of preliminary engineering, right-of-way acquisition, grading, paving, structures and incidental work to convert the existing two-lane facility to four lanes with limited access.

Length of Project	0.8 mile	
Estimated ADT	1968 = 4850	1989 = 10,000
Standards	Class A (4) Highway (Technical Bulletin No. 19)	
Typical Section	The proposed facility will be a 4-lane Highway having a variable 4-foot to 16-foot median, 12-foot travel lanes and 10-foot shoulders.	
Structure	Crossing of the Siletz River approximately 800 feet west of, or downstream from the existing structure.	

See attached map for geographic location.

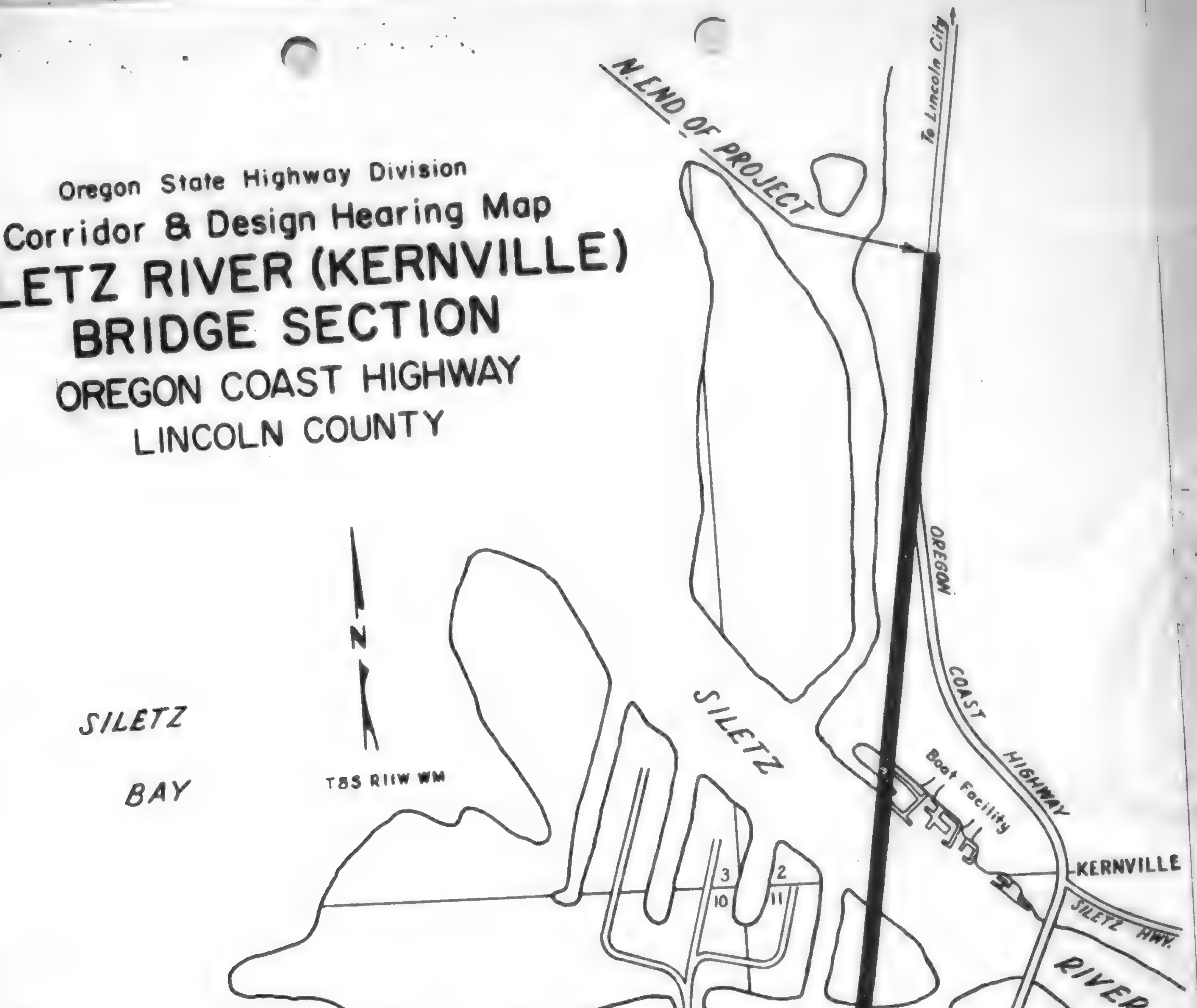
Oregon State Highway Division

Corridor & Design Hearing Map

SILETZ RIVER (KERNVILLE) BRIDGE SECTION

OREGON COAST HIGHWAY

LINCOLN COUNTY



To Lincoln City
N. END OF PROJECT
OREGON COAST HIGHWAY
N
SILETZ
BAY
T8S R11W WM
SILETZ
Boat Facility
KERNVILLE
SILETZ HWY.
RIVER
3
2
10
11
SILETZ KEYS
S. END OF PROJECT
MILLPORT SLOUGH
IMMONEN RD.
To Newport

RECEIVED
FEB 5 - 1970

FOR FILING

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Salem, Oregon 97310
February 4, 1970

Mr. L. H. Young
Program and Planning Engineer
BUILDING

Reference is made to the schedule and program for ABC work dated 1-13-70 R. The Siletz River Bridge Section should be delayed until the fourth quarter of 1970 and the Gap-Tygh Grade should be moved into the schedule to take its place.

The Rickreall-Independence Junction Section scheduled for the fourth quarter of 1970 should be moved back into the first quarter for which financing is available. You should also keep in mind the possibility of moving up the Gap-Tygh Grade Section even further in the event that some other project now scheduled for letting in the first two quarters drops off.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Tom Edwards
D. J. Barbee
Ivan Merchant
F. D. Morgan

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 7, 1970

In reply refer to: 08-35.7/412.1

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
7571

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Kernville Bridge Section
Oregon Coast Highway
File 44379 - Robson

Klabo
Young 1-14-71

Mr. Oakes' December 30 letter requested approval of a public auction sale of the Robson home based upon the requirements of DOT Order 5620.1. Inasmuch as this is not a Federal-aid right of way project and has not been programed or authorized as a Federal-aid construction project our authorization is not required before the sale is held.

It is our understanding that the State intends to program this project for Federal-aid for the March 25, 1971, schedule. Prior to authorizing construction the verification that adequate replacement housing is in place and has been made available to displacees will be necessary in accordance with the DOT Order and FHWA Notice concerning replacement housing dated November 3, 1970. Therefore, the State should follow all required relocation procedures. In order to prevent delays at PS&E stage your Right of Way Section has agreed to make available to this office relocation information which will enable us to complete the required verification.

If this was a Federal-aid right of way project it would be necessary to secure authorization before clearance of any residential unit regardless of how performed except through owner retention.

cc:
OSHD (Oakes)
OSHD (Smith)
OSHD (Haskin)
Region (08-00.32 Schutz)
Mathias 2

RECEIVED
JAN 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
EDWARDS

F.B. [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Mr Porter

RECEIVED
JAN 4 1971
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

December 30, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

44379 - Robson
Kernville Bridge Section
Oregon Coast Highway
Lincoln County

Dear Sir:

We request your approval of the public auction of the home involved in this file on January 14, 1971.

This right of way is on a project scheduled for March 25, 1971 as a Federal Aid construction project and under the terms of DOT Order 5620.1 we must receive your authorization before the sale is held.

The occupant of this house has relocated as the result of this acquisition and has either relocated into decent, safe and sanitary housing or has been offered decent, safe and sanitary housing immediately available.

The clearance of the improvements on this file will be in accord with the demolition plan.

NOTED
R. L. PORTER

Very truly yours,

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant Right of Way Engineer

JRO:ph

cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
Wm. H. Haskin
Jess Barton
M. R. Mitchell

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DEC 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JAN 8 - 1971

FOR FI

RF-116(9)

7577

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

January 4, 1970

NOTED
R L PORTER

Mr. Lynn D. Steiger
County Planner
County of Lincoln
Newport, Oregon 97365

Dear Mr. Steiger:

Your December 16 letter concerning the proposed hearing on the Kernville Bridge by the U. S. Coast Guard is appreciated.

I understand that this hearing was ordered by Coast Guard officials in Washington for the reason that the Masters, Mates & Pilots organization and one or two tugboat companies protested the clearances as proposed by the State Highway.

There is little that any of us in State Government can do to prevent this hearing. I believe the best strategy would be for all persons who favor the Highway Division plan to attend and testify so their opinions may become a part of the official record. From word received in my office and from letters to the Highway agency, I believe that the testimony will be so overwhelmingly in favor of what has been proposed that it should have strong influence in obtaining the type of decision from the Coast Guard that we are seeking.

If you need any factual information or data, anything available will be furnished by the Highway Division upon your request.

Sincerely,

Governor

TM:mw
bcc: Sen. Stan Ouderkirk
Oregon Coast Assn.
Lincoln County Commissioners
Lincoln City Officials
Mr. Marshall James, General Manager
Salishan
Rod Porter ✓

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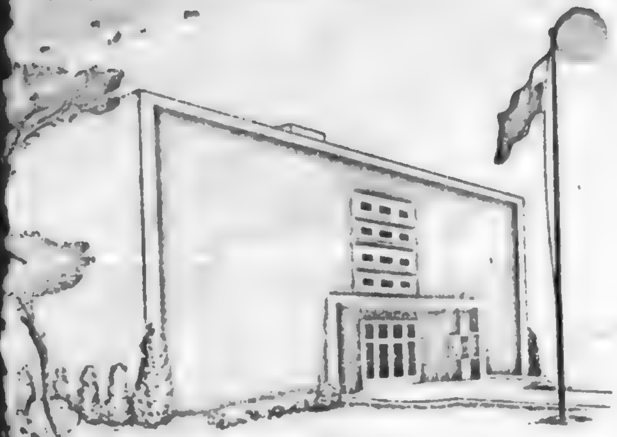
JAN 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

Verbatim to [illegible]

sTEIGER TO HWY 12/17



COUNTY PLANNER
LYNN STEIGER

COUNTY OF LINCOLN
Newport, Oregon 97365

December 16, 1970

The Honorable Tom McCall
Governor, State of Oregon
State Capital Building
Salem, Oregon

RE: Proposed Siletz River Bridge
at Kernville

Dear Governor McCall:

The Lincoln County Planning Commission, who has control over land use planning and zoning on both sides of the Siletz River (both up and down stream), voted unanimously to go on record in support of the original Kernville bridge proposal - 31.5 feet above mean high tide and 135 feet per span.

Their decision was based on the land use plans adopted for the area which indicate that the land is most suitable and desirable for commercial uses in the Kernville area, and residential and recreation residential in all other readily accessible upriver and downriver areas except for those areas where sports fishing facilities exist or might be desirable which are indicated as recreation commercial.

It was not felt that either of the two upriver areas (one immediately east of 101 and the other Chinook Bend) large enough and flat enough for industrial uses would in any manner be either suitable or desirable for such development.

Since this group is made up of two members from north of the river and one from Gleneden Beach, in addition to others from Newport, Toledo, Agate Beach, Seal Rock and Yachats, I feel that their decision was based on justifiable grounds rather than provincial biases.

On this basis and on the present pressing need, the Commission urges that existing plans be put into action.

Respectfully,

Lynn D Steiger

Lynn D. Steiger
County Planner

LDS:gp

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DEC 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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1969
FOR FILING
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7577

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-WM-P
1507-24(Siletz River-Misc.)-1.

17 December 1969

PUBLIC NOTICE 69-114
SILETZ RIVER MILE 2.9 AT KERNVILLE, OREGON - TEST DRILLING

The Oregon State Highway Department has applied for a Department of the Army permit to conduct test drilling in the Siletz River at Kernville, Oregon, in connection with a proposed new highway bridge. The work would be accomplished by a rotary drill mounted on a 10 x 20 foot steel barge in the area indicated in the drawing on the reverse side of this notice.

Additional information may be obtained from Mr. Ivan D. Merchant, Bridge Engineer, Oregon State Highway Department, Highway Building, Salem, Oregon 97310.

Interested parties are requested to submit in writing any comments or objections they may have to the proposed work.

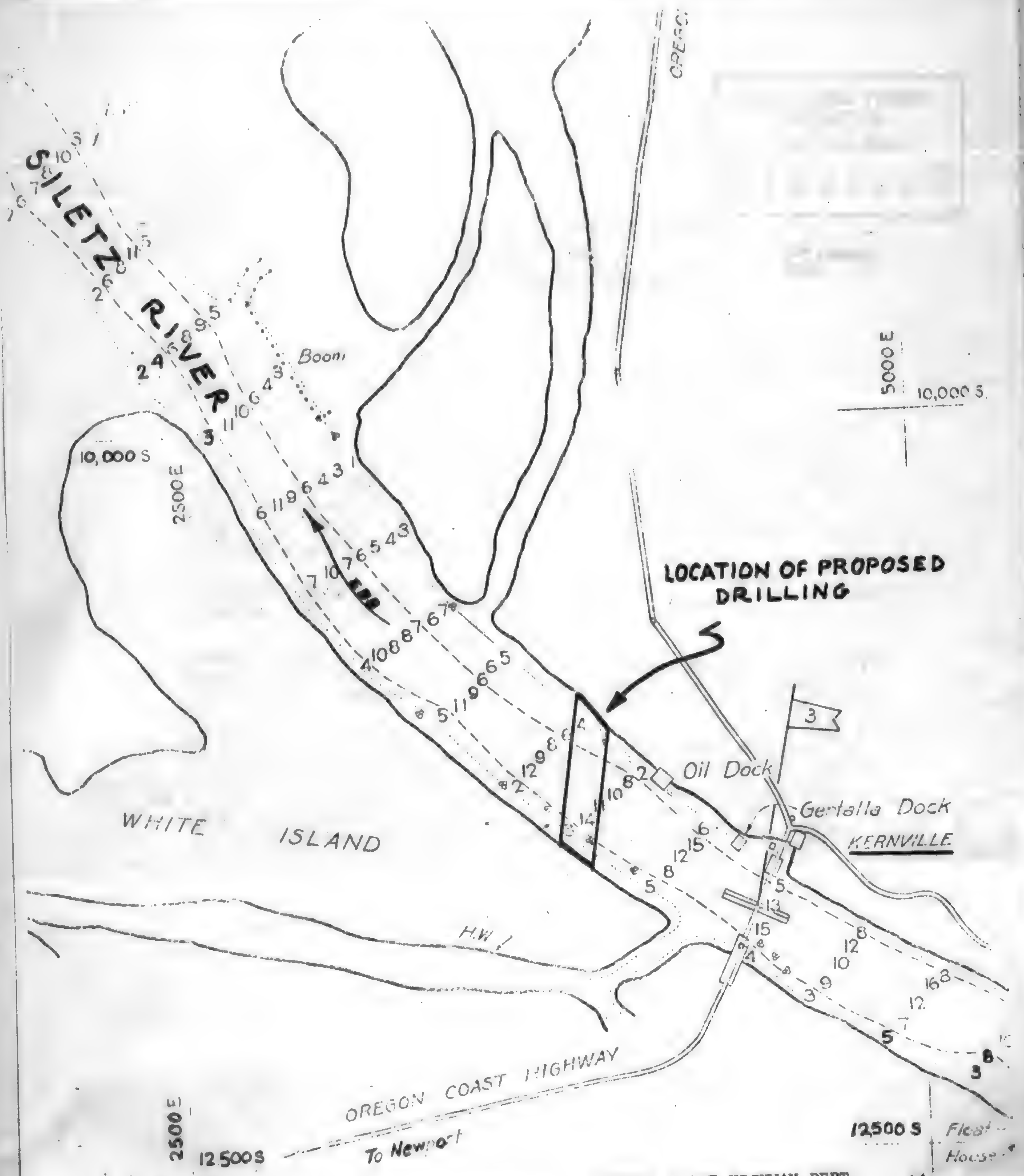
The determination as to whether a permit will be issued will be based on an evaluation of all relevant factors, including the effect of the proposed work on navigation, fish and wildlife conservation, pollution, and the general public interest. Comments on these factors will be accepted and considered in determining whether it would be in the best public interest to grant the permit as requested.

Replies to this notice should be mailed to reach this office not later than 2 January 1970.

George E. Hyde
GEORGE E. HYDE
Chief, Navigation Division

NOTED
TOM EDWARDS

RECEIVED
DEC 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER


SILETZ RIVER
Boom
5000 E
10,000 S
10,000 S
2500 E
LOCATION OF PROPOSED DRILLING
EBB
Oil Dock
Gertalla Dock
KERNVILLE
WHITE ISLAND
H.W.L.
OREGON COAST HIGHWAY
To Newport
2500 E
12500 S
12,500 S
Float House
5000 E

Application by: OREGON STATE HIGHWAY DEPT.
December 1969

STATE WATER RESOURCES BOARD
500 Public Service Building
Salem, Oregon 97310

Date December 19, 1969

Attached are copies of a Public Notice received from the Portland District, Corps of Engineers, on December 19, 1969.

Permit request submitted by: Oregon State Highway Department

Descriptive File No. PN 69-114, 1507-24(Siletz River-Misc.)-1.

Please return your comments to the State Water Resources Board by: December 29, 1969.

RECEIVED
DEC 12 1969

E-RF-[illegible]

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

2577

December 11, 1969

District Engineer
U. S. Army Engineering Dist.
P. O. Box 2946
Portland, Oregon 97208

Attention: Permit Division

Gentlemen:

This is to request permission to drill a series of test holes in the Siletz River at Kernville, in Lincoln County, approximately 800 feet downstream from the existing highway bridge crossing the Siletz River. This drilling will be to investigate subsurface conditions for the construction of piers for the proposed new highway bridge at this location. The attached Vicinity Map shows the location of drilling work to be done.

The drilling will be done by a rotary drill mounted on a 20x10 foot steel barge, which is held in place by anchor lines. The barge will display an anchor light at night, the anchor lines well marked, and warning signs placed on the streambanks upstream and downstream from the drilling location.

We would like to commence drilling about January 5, 1970, and will possibly be on the river up to two months.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

JD:smd
cc
Tom Edwards
A. A. Rear
R. D. Asburry
M. A. Craft

NOTED
TOM EDWARDS

RECEIVED
DEC 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 22 1969
FOR FILING

E-RF-110(9)

7577

3054

September 19, 1969

Mr. J. Jerold Norman
Manager, The Landmaster Co.
Dean Vincent, Inc.
333 S. W. Park Avenue
Portland, Oregon 97205

Dear Mr. Norman:

We are replying to your letter of September 12, in which you inquired regarding the Drift Creek-Millport Slough Section of the Oregon Coast Highway in Lincoln County.

A hearing has been advertised under the title of "Siletz River (Kernville) Bridge" which is to be held on October 15 and 16 in Lincoln City. A copy of the advertisement is attached for your information. After analysis of the hearing testimony and approval of the design by Bureau of Public Roads, we would be in a position to advise you as to the highway location and details of the extent of right-of-way which will be needed for the new highway facility. Details of the present proposal are available for viewing at the State Highway Building and at the East Salem Highway Building.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Att.

cc: Forrest Cooper
R. L. Porter
V. D. Wolfe
D. J. Barbee
R. D. Asburry/att.

GCW:ak sr

BUSINESS OPPORTUNITIES
COMMERCIAL PROPERTIES
INCOME PROPERTIES

DEAN VINCENT, inc.

333 S.W. PARK AVENUE PORTLAND, OREGON 97205 TELEPHONE 228-3181

September 12, 1969

Routing
Barbee — Trout T
Hall — Wills
A. Olson — Hackleman
Sample — [illegible]
Terpin — R. Olson
Swenson — Carstensen

RECEIVED
SEP 15 1969
DESIGN
DIVISION

Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Klaboe:

With reference to my letter of May 29, 1968, and your answer of June 10, 1968, copies of which are enclosed, I understand engineering studies on the section of highway relocation effecting lot 400 has been completed. Therefore, may I please have copies of new right-a-way locations as they effect subject property.

Has the highway department established any schedule for right-of-way acquisition. The owner is quite elderly, can no longer live alone in the residence occupying the land, needs the money from sale of the property for her support, but cannot arrange a sale with a private investor until some settlement is arranged with the Highway department.

RECEIVED
SEP 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely,

J. Jerold Norman

J. Jerold Norman
Manager, The Landmaster Co.

CERTIFIED MAIL

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

August 29, 1969

Lincoln County Board of Commissioners
Courthouse
Newport, Oregon 97365

Attention: Mike Miller
Chairman

Gentlemen:

The Oregon State Highway Commission has proposed plans for future right of way acquisition and construction on the Siletz River (Kernville) Bridge Section of the Oregon Coast Highway (US 101), lying within the community of Kernville, Lincoln County, Oregon. The proposal consists of relocation and construction of the Oregon Coast Highway on new alignment lying westerly of the existing facility, with access to major road connections, approximately as shown shaded on the attached map.

This is to advise you that informal informational corridor-design hearings will be held in the Gleneden Beach Community Hall, Azalea Street, in Gleneden Beach on Wednesday, October 15, 1969, between 7 p.m. and 9 p.m., and also on Thursday, October 16, 1969, from 10 a.m. to 5 p.m., with State Highway Division engineering and right of way personnel present to discuss the proposal, including relocation assistance programs, with persons who may be affected by the project. Pursuant to state statutes and federal regulations, a formal public hearing pertaining to the corridor-design route features will be held in the Gleneden Beach Community Hall, Azalea Street, in Gleneden Beach on Thursday, October 16, 1969, starting promptly at 7 p.m. Right of way and construction schedules will be discussed and opinions and views accepted at this formal hearing with an additional 10 days allowed for further written statements or comments.

In order that all interested persons may be informed of the proposed plans, the Highway Commission will have a public notice published in the appropriate newspapers in the vicinity on Thursday, September 4, 1969, and on Thursday, October 9, 1969, or the first publication following.

Very truly yours,

C. W. Head

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:lat
Att: Map
cc: See second sheet

cc: Highway Commission, 3
Forrest Cooper
R. L. Porter
Tom Edwards
L. P. Shaw
F. B. Klaboe
V. D. Wolfe
Ralph Sipprell
L. H. Young, 2
D. J. Barbee
D. H. Moehring, 2
V. E. Skoog
G. E. Rohde, 2
F. D. Morgan
H. S. Cox
R. L. Schroeder
D. G. Talbot
R. N. Chase
A. D. Olson
I. D. Merchant
T. W. Litchfield
B. L. Gifford
D. L. Trout
W. H. Tebeau
J. J. Earley
Roy Priem
R. D. Asburry
R. W. Ellison
F. B. Crandall
U. S. Bureau of Public Roads, Salem and Portland
U. S. Dept. of Housing, Urban Development; Portland, San Francisco
U. S. Dept. of Interior; Portland, Regional Coordinator
Bureau of Outdoor Recreation, Seattle, Dept. of Interior
Office of the Governor, Planning Section
Office of the Governor, Committee on Natural Resources
Fish Commission of Oregon, Portland
Oregon State Department of Forestry, Salem
Oregon State Game Commission, Portland
Department of Commerce, Commerce Building, Salem
Soil and Water Conservation Committee, Agriculture Bldg., Salem
State Marine Board, Agriculture Bldg., Salem
Division of State Lands, Agriculture Bldg., Salem
Public Utility Commission, Public Service Bldg., Salem
Oregon State Board of Health, Sanitation-Engineering Div., Portland
Oregon State Board of Aeronautics, Salem
Oregon Council of Architects, AIA, Portland
Lincoln County Engineer, Joe Steere
Lincoln County Planning Commission, Courthouse, Newport 97365
City of Lincoln City, attention: Ross O. Evans, Mayor 97367
Pacific Power & Light Company, Public Service Building, Portland 97204
Attention: Mr. R. H. Sallee, Property Agent
Depoe Bay Telephone, Depoe Bay, 97341, Attention: Mr. William Graeper
United Telephone of the Northwest, Lincoln-Tillamook Division,
Lincoln City
US Coast Guard, P.O. Box 269, Tillamook 97141
Northwest Natural Gas, 1405 S. Hwy. 101, Lincoln City 97367, Att. Karl K. Nielsen
Northwest Natural Gas, 123 N.W. Flanders Street, Portland 97209
Senator W. Stan Ouderkirk, 233 S.E. Penter Lane, Newport 97365
Representative Gordon Macpherson, P.O. Box 205, Waldport, 97394
Lincoln County Unit Schools, Box 97, Newport 97365, attn: George Kontos,
Supt.-Clerk
Gleneden Beach Community Club, Gleneden Beach 97388, attn. Mrs. Hazel Sands
Gleneden Beach Chamber of Commerce, Box 282, Gleneden Beach 97388,
attn. Don Nickolson
Depoe Bay Chamber of Commerce, Depoe Bay 97341, attn. Bob Jackson

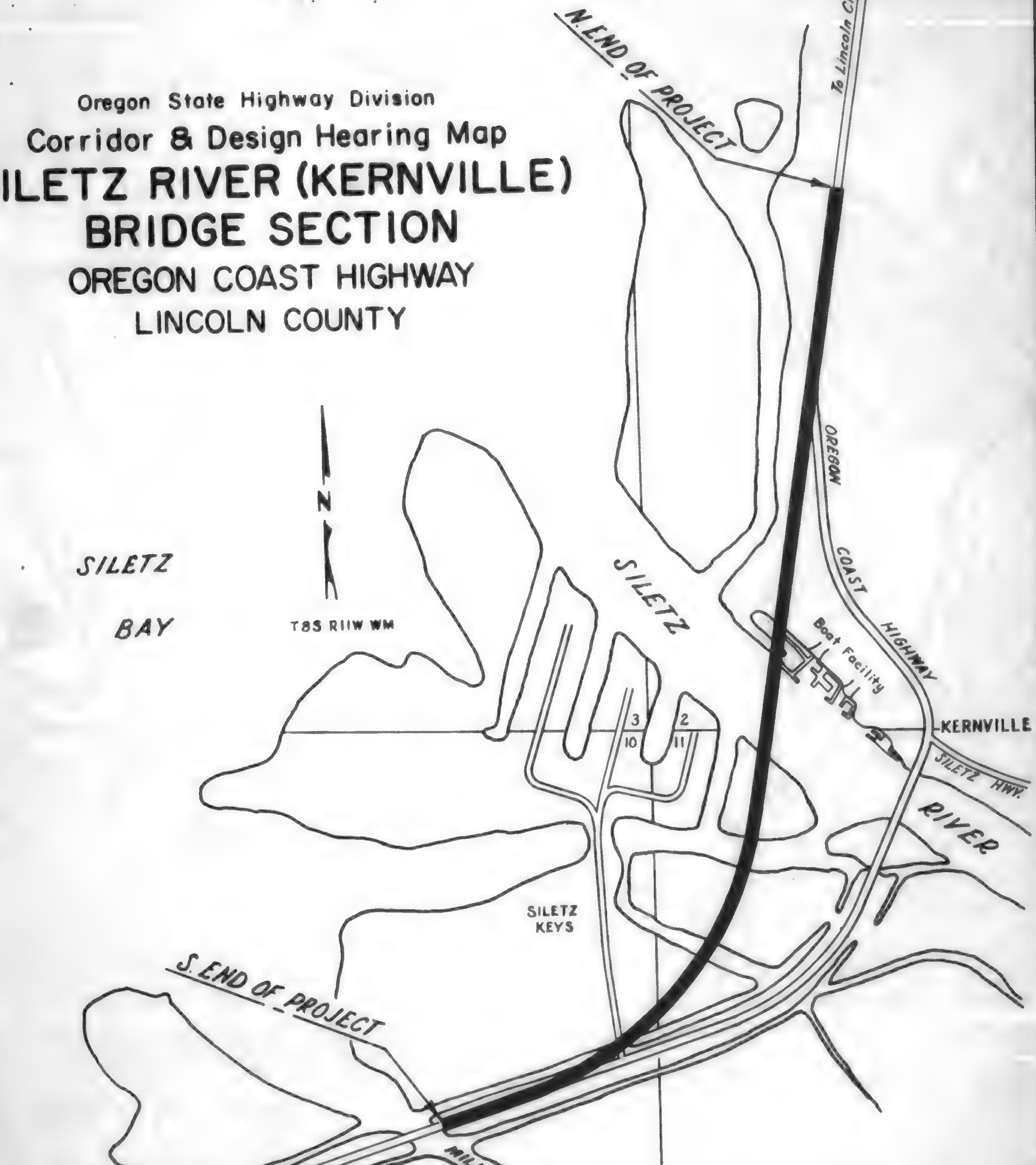
Oregon State Highway Division

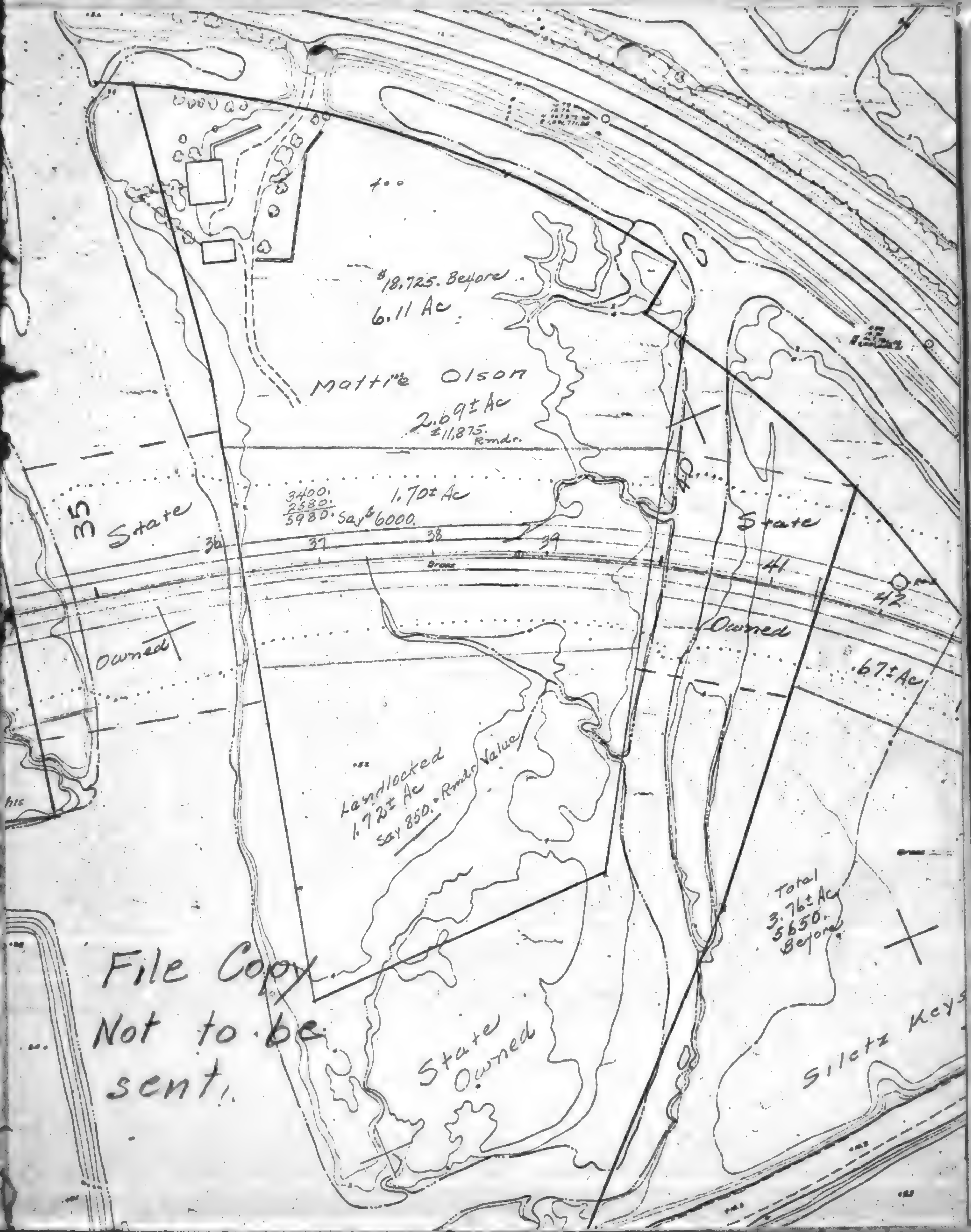
Corridor & Design Hearing Map

SILETZ RIVER (KERNVILLE) BRIDGE SECTION

OREGON COAST HIGHWAY

LINCOLN COUNTY


N. END OF PROJECT
To Lincoln City
OREGON COAST HIGHWAY
N
T8S R11W WM
SILETZ BAY
SILETZ
Boat Facility
3
2
10
11
KERNVILLE
SILETZ HWY.
RIVER
SILETZ KEYS
S. END OF PROJECT
MILLPORT SLOUGH
IMMONEN RD.
To Newport


400
$18,725. Before
6.11 Ac
Mattie Olson
2.09± Ac
$11,875. Rmdr.
3400.
2580.
5980. Say $6000.
1.70± Ac
35
State
Owned
36
37
38
39
40
41
42
Brass
State
Owned
.67± Ac
Landlocked
1.72± Ac
Say 850.= Rmdr Value
Total
3.76± Ac
5650.
Before
State
Owned
Siletz Keys
his

File Copy
Not to be
sent.

E-123

MMISSIONERS
N L. JACKSON, CHAIRMAN
EDFORD
D W. HILL, MEMBER
ENDLETON
ADDEUS B. BRUNO, MEMBER
ORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 10, 1968

6/11/68
Dear Mrs. Williams:

This is the answer I received from my inquiry to the State Highway Department. They are not encouraging. However, I don't believe the bridge will hit your mother's property. We have had several inquiries from newspaper ad, but no interest to pursue and make an offer.

Jerry Norman

Mr. J. Jerold Norman
THE LANDMASTER
333 SW Park
Portland, Oregon 97204

Dear Mr. Norman:

We have received your letter of May 29 in which you inquire as to our future plans for highway construction near the Siletz River on the Oregon Coast Highway.

We presently are making a survey from Drift Creek to Millport Slough which contemplates a new structure over the Siletz River downstream from the present river crossing. Information regarding property boundaries and ownership has not been obtained as yet. Therefore, we are unable to indicate precisely how the survey might affect the properties you mention.

You have asked if we might be interested in either of the parcels as possible park or boat ramp locations, to which we can only say that at this time in this particular area there appears to be adequate commercial facilities to handle the current need. It therefore appears unlikely that the Department would develop facilities in this area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

May 29, 1968

State Highway Department
Salem, Oregon

Dear Sir:

We have lot 400, 6.11 acres, shown on enclosed plot map and owned by Mattie Olson listed for sale. Also, the parcel designated as 500, 7.97 acres, is owned by her son and is also offered for sale.

Potential buyers are aware that highway 101 is being improved and relocated in some areas along the coast. Since this highway bisects this land owned by the Olsons, any adjustment of this stretch would have a major effect upon the properties.

Has planning by the Highway Department progressed to the point where some indication can be given concerning this stretch of 101 and what might be planned for the bridge.

Also, does the Highway Department have any interest in these two parcels as public parks or as sites for boat launch ramps.

Sincerely,

J. Jerold Norman

R. L. Porter

RECEIVED
SEP 16 1969
FORM E-20-X (12-67)
[illegible]

E-RF-118(4).

7577

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

September 12, 1969

To: Mr. D. J. Barbee
Design Engineer

SUBJECT: Siletz River(Kernville)
Bridge Section
Oregon Coast Highway
Lincoln County

BUILDING

Attention Mr. Donald E. Keyes
Preliminary Rural Design Supervisor

Attached is a copy of the Phase I relocation on the above section. It has been prepared under the name of Drift Creek-Millport Slough Section as this is the name used on the authority for survey.

The Phase II relocation report is being prepared and will be delivered as soon as it is received.

G. E. ROHDE
Chief Counsel

ORIGINAL SIGNED
D. H. MOEHRING
John R. Oakes
Assistant Right of Way Engineer

JRO:GZ
Attachment
cc R. E. Simpson/w/att.
R. L. Porter
F. B. Klaboe
Victor Wolfe
L. H. Young/w/att.
Floyd Query
G. E. Rohde
H. S. Cox
R. L. Schroeder/w/att.
W. H. Tebeau/w/att.

RECEIVED
SEP 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 3 - 1969
FOR FILING

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-RF-11C(4)

7577

September 2, 1969

Lincoln County Board of Commissioners
Courthouse
Newport, Oregon 97365

Gentlemen:

The State Highway Commission is studying a proposal to relocate the Siletz River (Kernville) Bridge Section of the Oregon Coast Highway (US 101) in Lincoln County, Oregon. Actual construction will be based on its over-all economic effect, determination of which will include evaluation of testimony taken at public hearings, if such are required.

The study indicates that the proposal may follow the corridor indicated on the attached map. The existing route, or a portion thereof, may be bypassed by the proposal.

In order to avoid parallel routing of the state highway system serving duplicating purposes, a determination should be made as to the disposition or jurisdiction of the existing route providing an alternate route is constructed. The Highway Commission therefore requests your consideration at this time to accept, upon completion of a new route, the bypassed section of the existing route south of the existing Siletz Highway as a part of the local road system to provide service for persons living thereon or communities served thereby.

Signatures in the appropriate space provided below will indicate that Lincoln County will, by a subsequent formal agreement with the State Highway Commission, accept such bypassed section, if any, as a local jurisdictional road upon completion of the project and after it has been placed in a suitable condition as agreed upon by County and State.

If a meeting is desired to discuss the above, please notify this office immediately.

Please return one signed copy to H. S. Cox, County and City Engineer, State Highway Building, Salem, Oregon, 97310.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

HS Cox
H. S. Cox
County and City Engineer

FHA:lat

Att: Map

cc: F. B. Klaboe
Victor Wolfe
R. D. Asburry

APPROVED...19.......

BOARD OF COMMISSIONERS OF......................COUNTY

BY .... COMMISSIONER

.... COMMISSIONER

.... COMMISSIONER

RECEIVED
SEP 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 29 1969

FOR FILING

F RF-110(4)

7577

Salem, Oregon 97310
August 29, 1969

Mr. D. J. Barbee
Design Engineer
BUILDING

We have been instructed to add the Siletz River Bridge at Kernville to Program XII for contracting at the earliest date possible. Please therefore immediately hold the necessary hearings and institute required surveys in order to accomplish this end.

It is our thought that we will have to go to a 30-foot clearance over the river with a swing-span arrangement. However, Mr. Merchant should make informal inquiry with the Coast Guard to see if they think there is any possibility of using a 30-foot clearance without providing provision for opening.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: Tom Edwards
L. H. Young
Ivan Merchant
F. D. Morgan
D. H. Moehring

RECEIVED
AUG 29 1969

FOR FILING

F-RF-110(9)

7577

Salem, Oregon
August 28, 1969

Siletz River (Kernville) Br. Sec.
Oregon Coast Highway
Lincoln County
Prefix 21-1427

Mr. H. S. Cox
County & City Engineer

BUILDING

Attention: Mr. D. N. Harwell

Attached are corridor/design hearing maps on the subject section which have been approved by Messrs. Klaboe and Wolfe. The tentative target date is October 16, 1969.

Concurrence to proceed with hearings and finance approval for this project was requested of the Commission August 27, 1969.

Please take steps to set up a combination hearing.

L. H. Young
Program and Planning Engineer

Attach.
BLG:la

cc: F. B. Klaboe
V. D. Wolfe
D. H. Mosturing
R. L. Schroeder
D. J. Barbee
W. H. Tebeau
D. E. Keyes
R. N. Chase
J. J. Barley (25 maps)

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

August 28, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Siletz River (Kernville) Bridge Section
Oregon Coast Highway
Lincoln County

Dear Sir:

We hereby request your concurrence and approval of a combined corridor/design hearing on the Siletz River (Kernville) Bridge Section (MP 119.7 to MP 120.8) on the Oregon Coast Highway in Lincoln County. The combined hearing is to cover a new location, shown as solid line (existing highway shown as open band) on the attached sketch.

Investigation by our Preliminary Studies Engineer has revealed that modernization of the existing highway to provide a facility to accommodate the projected 1989 ADT of 10,000 vehicles cannot be accomplished, because improvement of the present highway would perpetuate the substandard horizontal curvature and existing access points. The only feasible solution is to construct the section on a new location to provide a modern rural-type 4-lane facility with limited access commensurate with the local traffic patterns.

On the basis of the above, your approval of a combined location/design hearing for the subject section is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: Forrest Cooper
F. B. Klaboe
D. J. Barbee
Victor D. Wolfe
H. S. Cox
R. N. Chase

Encl.

RECEIVED
AUG 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 28 1969
FOR FILING

F-RF-110(9)
7577

August 27, 1969

Oregon State Highway Commission

Gentlemen:

The Kernville Bridge on the Oregon Coast Highway in Lincoln County needs replacement on new alignment. This structure, a drawspan across the Siletz River, has a horizontal clearance of 19'06" and was constructed in 1926. Public hearings will be required on this project, thus enabling Federal-aid funding under Bureau of Public Roads Policy and Procedure Memorandum 20-8.

The estimated cost of construction for this project is $3,800,000, and the estimated cost of right-of-way is $200,000, for a total estimated cost of $4,000,000.

I recommend the construction of this project with Federal-aid funds and request your approval. I further request your concurrence in conducting the necessary public hearings through all phases necessary to obtain location and/or design approval from the Bureau of Public Roads.

May I assume that unless I hear from you to the contrary, we have your approval to proceed with the hearings. The matter of financing will be on the agenda for your approval and confirmation at the September 30 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
V. D. Wolfe
Tom Edwards
Ivan Merchant
L. H. Young
V. E. Skoog
R. D. Asburry

BLG:ia sr

RECEIVED
JUL 1 - 1969
FOR FILING

F-RF-110(9)

7577

June 30, 1969

Mr. Glenn L. Jackson, Chairman, OSHC
c/o Pacific Power & Light Company
920 S.W. 6th
Portland, Oregon 97204

Dear Mr. Jackson:

In addition to the bond projects proposed in Mr. Cooper's letter to Senator Potts, dated May 29, another critically needed project is apparent.

This is a new bridge on the Oregon Coast Highway (US101) across the Siletz River at Kernville. The present structure was built in 1926. It contains inadequate horizontal and vertical clearance and is on alignment that is totally unsuitable to modern day traffic. Further, recent inspections show that the bridge is becoming structurally inadequate. While it can be cobbled together for a while, such patchwork will require the expenditure of needed funds on an old and inadequate river crossing.

Consideration of replacement and relocation must be undertaken as quickly as possible. It is estimated that to place a modern structure on new alignment and to construct it high enough for fishing boats and other river traffic will require about $5 million.

It will be difficult, if not impossible, to do this job and the previously mentioned four-lane project on the Sunset Highway without some assistance from bond financing. If either the Sunset project or the Siletz job could be financed with bonds, I believe we could incorporate the other in the next Federal-aid program which will come into effect about July 1, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:me

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe

RECEIVED
JUN 25 1969

FOR FILING
F-RF-110(9)
-7577

JUN 20 1969

32-10

NOTED
R. L. PORTER

NOTED
T B [illegible]

Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20510

Dear Senator Hatfield:

This is in reply to your communication of June 4 enclosing copies of letters from the Gleneden Beach Community Club and the Cutler Community Club concerning the need for a new bridge on U.S. 101 over the Siletz River at Kernville.

U.S. 101 is included in the Federal-aid primary highway system approved for Oregon and, therefore, is eligible for improvement with the participation of Federal-aid and State matching funds, if requested by the State and approved by Public Roads. The State has not included in its current Federal-aid program any project for the replacement of this bridge.

Under the Federal-State relationship for the administration of the Federal-aid highway program, the State highway departments have the prerogative of selecting the individual sections of Federal-aid routes for improvement with the funds made available each year in accord with formulas established by the legislation.

In selecting projects for improvement with available Federal-aid and State matching funds, the State must evaluate the needs of all Federal-aid routes within the State. Even with the assistance from the Federal Government, States never have sufficient funds to make all needed highway improvements. They must therefore use the funds available to improve first those roads which will provide the greatest public benefit.

We regret that we have no suggestions for the community clubs other than to continue their contacts with the State highway officials presenting information relative to the need for a new bridge at this location.

We are forwarding copies of this correspondence to Public Roads division engineer for his information with a request that he make a copy available to the State highway officials that they may know of the continued concern for a new bridge over the Siletz River at Kernville.

We appreciate the opportunity to furnish this information. If we may be of further assistance, please let us know.

Sincerely yours,

For the Director,

G. M. Williams

G. M. Williams
Associate Director for
Engineering and Operations

RECEIVED
JUN 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Enclosure
Transmitted Correspondence

Cutler Community Club,
c/o 6451 - So. Galley Ave.,
Lincoln City, Oregon. 97367

Sen. Mark O. Hatfield,
c/o Capitol,
Washington, D. C.

Dear Sir:

This writing is in regard to the Bridge traffic bottleneck, on Hgwy 101, at Kernville, and both ends of the Kernville Bridge.

We are working with the Gleneden Community Club on this project, as we are the first community North of the Bridge, and all of Lincoln City, is interested in the improvement of this traffic problem.

Sincerely,

Cutler Community Club,
Margaret Langford, Pres.,
1216 - So. 64th st.,
Lincoln City, Oregon. 97367

N.M.

MAY 2 [illegible]

AP

20 MIRACLE MILES

GLENEDEN BEACH COMMUNITY CLU

GLENEDEN BEACH, OREGON

Seven Miles of Sandy Beach

May 17, 1969

The Honorable Mark O. Hatfield
Senate Office Building
Washington, D. C.

Dear Senator Hatfield:

The Gleneden Beach Community Club wishes to solicit your assistance in its effort to convince the Oregon State Highway Department that a new bridge over the Siletz River at Kernville, Oregon, is of vital importance to this Coastal area.

Inasmuch as the existing bridge is part of Interstate Highway 101, with an ever increasing traffic load, the residents of this area realize the hazards the visitors to Lincoln County encounter when crossing this narrow bridge. Also, the approaches at both the north and south ends of the bridge are dangerous to automobile traffic.

If the Oregon Coast hopes to become a major tourist attraction in the years to come, we must provide adequate travel facilities for both the residents of this beautiful State and those who come to visit us.

Yours respectfully,

Gleneden Beach Community Club

By Jean M. Avison
Jean M. Avison, Secretary

JMA

cc Rep. Wendell Wyatt

MAY 21 1969

RECEIVED
MAY 26 1969

FOR FILING
F-KF-110(9)

7577

AIRMAIL

May 26, 1969

The Honorable Wendell Wyatt
Member of Congress
414 Cannon House Office Building
Washington, D. C. 20515

Dear Wendell:

I have your letter of May 23 re the Kernville Bridge.

The group to which you refer has been very active in writing letters concerning this proposal and has contacted Governor McCall on two occasions. Our file indicates that I also wrote to you on this subject on May 19. It is probable that our letters crossed in the mail.

Highway 101 is not an Interstate Highway and while I realize that we may be playing with semantics, what I am trying to say is that it is not possible to spend Interstate funds on this route.

The situation is about as explained to you in my letter of May 19. The bridge is old and inadequate and we have preliminary plans for its replacement. While I know that this is an unsatisfactory answer, the Commission simply does not have sufficient funds to meet this and many, many other pressing needs.

Kindest regards,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
R. D. Asburry

WENDELL WYATT
FIRST DISTRICT
OREGON

HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515

APPROPRIATIONS
COMMITTEE

Congress of the United States
House of Representatives
Washington, D. C.

May 23, 1969

NOTED
FORREST COOPER

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Forrest:

I have been contacted by the Gleneden Beach Community Club, Gleneden Beach, Oregon, outlining the vital need for construction of a new bridge over the Siletz River at Kernville, Oregon.

Inasmuch as the existing bridge is part of Interstate Highway 101, with an ever increasing traffic load, the residents of this area realize the hazards the visitors to Lincoln County encounter when crossing this narrow bridge. Also, the approaches at both the north and south ends of the bridge are dangerous to automobile traffic. Most certainly if the Oregon Coast hopes to become a major tourist attraction in the years to come, we must provide adequate travel facilities for both the residents of this beautiful state and for those who come to visit us. While I appreciate the financial problem involved, I am personally well aware of the vital need for construction of a new bridge over the Siletz River at Kernville. I certainly hope, Forrest, that this bridge can be scheduled for completion at an early date.

Thank you so much for your cooperation.

Sincerely,

Wendell Wyatt

WENDELL WYATT
Member of Congress

WW/m

RECEIVED
MAY 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 20 1969

FOR FILING
F-RF-110(9)
7577

AIRMAIL May 19, 1969

The Honorable Wendell Wyatt
Member of Congress
414 Cannon House Office Building
Washington, D. C. 20515

Dear Wendell:

This is in response to your request for information concerning the bridge on the Coast Highway at Kernville which was the subject of the May 9 letter to you from Lucille van der Wielen of Lincoln City.

The Highway Commission is aware of the situation but just does not have funds for a replacement. I am sure you know that there are 12 to 15 places for every available highway dollar; in addition, the cost of this project is substantial—at least $2,500,000—and to date the Commission has not been able to allocate sufficient financing. This section is on the Commission's list of urgently needed improvements and will receive attention when financing is available.

As requested, we are returning the original correspondence to you.

Kindest regards,

Forrest Cooper
State Highway Engineer

Enc.

cc: R. L. Porter
F. B. Klaboe
V. D. Wolfe
R. D. Asburry

RLP:ms sr

905 A. S. 65th Street
Lincoln city, Or 9
9367

May 7, 1969.

Mr Wendall Wyatt
1227 House Office Bldg.
Washington D.C.

Dear Mr. Wyatt:

The Gleneden Community Club have enjoined the Cutler city Community club and other local organizations in a cooperative movement to acquire a federal dispensation to build a new four lane bridge over the Siletz river at Kernville

It seems that considerable funds were made available for the upkeep and painting of the old bridge and Gleneden feels that with a little assistance a new one could be built.

The entrance to the bridge is narrow and bottle-necked and carries only a two-lane line of traffic which may necessitate a one way traffic light system for safety's sake. There have been approximately 12 accidents at this point some of them resulting in death, and there is a T shaped cross road at the entry and a beer parlor where numbers of cars park.

As one approaches the structure the necessity for a new bridge becomes increasingly obvious.

Gleneden suggested that individuals and organizations get in touch with their Congressman to see if such a dispensation could be available for U.S. 101 highway.

Sincerely
Lucile Van der Weelen

RECEIVED
MAY 22 1969
FOR FI
E-BF-10
7577

1859
TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 19, 1969

Mr. Charles McKenzie
Post Office Box 8
Gleneden Beach, Oregon 97388

Dear Mr. McKenzie:

This is in further reference to your recent request for a new bridge on the Oregon Coast Highway at Kernville.

Oregon, as well as the other 49 states, receives substantial sums of federal money to assist in the construction of the Interstate Highway System. These funds must be used on the Interstate and Defense network only and are not convertible or transferrable to other roads, streets, or highways. The recently announced Fremont Bridge in Portland is on the Interstate System.

The Highway Commission can accomplish only a portion of the needed improvements and modernizations of the remainder of the state highway system. Whether to construct a new bridge at Kernville or at Elgin is a matter of judgment and financial ability. The cost of the Elgin structure is only a fraction of the cost of a new bridge at Kernville. I understand that traffic on the Elgin Bridge averages 1,700 cars per day, which is approximately one-third of the traffic on the Coast Highway at the Siletz River.

Under the present financial picture, I cannot offer anything more definite than I did on April 1. I know the Highway Commission will replace the structure at Kernville just as soon as it is financially able.

Sincerely,

Tom
Governor

TM:ma

bcc: Forrest Cooper

COPY

NOTED
FORREST COOPER

RECEIVED
MAY 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Hwy
4-1-69

Gleneden Beach, Oregon
April 26th, 1969

Governor Tom Mc Call
Salem, Oregon

Dear Governor Mc Call:

Thank you for your answer to our petition for a new bridge at Kernville, Oregon - however, we do feel that it is a very vague reply. You speak of no money, yet a contract has just been let for nineteen million dollars for approaches to another bridge at Portland where they already have nine or ten good bridges. A new bridge has recently been built at Elgin, Oregon (pictures enclosed) The old Elgin Bridge looked much like the bridge we have at Kernville. About fifty cars a day cross the new Elgin Bridge but do you realize that at times five hundred or more cars per hour pass over the Kernville Bridge!

Again we repeat that this Coastal area is what the tourists come to see. This is our life blood for the whole State. Please, we need help. We, the people of this area, would appreciate a reasonable answer.

Yours truly,
Charles McKenzie
P. O. Box 8 Chairman
Gleneden Beach, Oregon 97388

APR 29 1969

1700

Oregon has "instant safety"

Spot improvements remove hazards along roads, make driving safer

Oregon has been engaged in an "instant safety" program which calls for spot improvements to make existing highways safer for motorists for a number of years, the Oregon Motorist has been informed by the State Highway Department. This program was intensified in 1961 when the state began a comprehensive program of widening bridges, flattening hazardous curves, flattening slopes, removing roadside obstacles and other similar activities leading to safer highways.

Then, in April, 1964, the Federal government added financial assistance to the spot improvement program in the various states.

To date, Oregon has spent over $29 million on 1,697 projects, $3,565,029 of which was spent since the start of the Federal-state cooperative program in April, 1964.

A recent report by the U.S. Bureau of Public Roads indicated that for the nation as a whole a grand total of $1.2 billion has been invested in the last four years to correct highway conditions where crashes have occurred or which are considered to be potentially dangerous.

A total of 17,580 safety improvement projects have been completed or programmed nationwide since the program was launched at President Johnson's request. Of this total, about 4,200 are Federal-aid projects costing around $771 million shared roughly equal by the states and Uncle Sam. The remaining 13,380 projects are financed with state funds alone at a cost of $406 million.

To operate such a safety program as this, basic facts are a must. Oregon is fortunate to have these. In 1916, the basic highway system as we know it today was established by act of the Legislature. Each road was numbered. These are record numbers and differ from sign route numbers. The next link in the chain was to establish mile points along each road. The third step in accumulating basic facts was the passage of a law during the middle 1930's which required the reporting of all accidents where property damage was involved, regardless of whether it was a single or multiple car accident occurrence.

With this basic set of data, highway mile points, and accident records, it is possible for the Highway Department to accurately pinpoint the repeat locations. Each accident, in addition to location, is coded for the point of impact, and for single or multiple car occurrence.

These data have been recorded by the Department for many years. Information on file indicates the type of accident; the number of injuries or fatalities; the date, the hour, and the point of impact; and segregated as to rural or urban location or whether occurring at an intersection or not.

Beginning in 1961, a study was made of the possibility of computerizing the records and establishing a schedule for practical use in accident - prevention programs. The model was formalized during 1962, and a continuing record is available as of January, 1963. The method is simplified to its extreme.

In general, the projects include such items as updating signals and signs, channelization, widening structures, railroad crossing protection, removing angle parking, paving shoulders, installing one-way couplets, left-turn lanes, increasing lanes, installing guardrails, widening shoulders, widening roadway, constructing interchange, and computerized signal system. The prices range from as low as $50 to well over a million dollars.

Some of the major specific projects include the Cedar Hills Bouleevard Interchange, where a dangerous crossing situation with a high accident rate was eliminated by the construction of a modern interchange. Another project was the placing of "wrong way" signs along the Interstate System approaches to warn motorists who might be taking the wrong way. The erection of fog warning signs along the Murder Creek Section of Interstate 5 is still another project under this program. Warning lights activated by electronic devices will be erected on the southern approaches to the Interstate Bridge in Portland to let motorists know that the bridge is raised.

A breakdown of the safety improvement projects is as follows (it should be noted that these are primarily State Funds but in some of the projects there has been Federal participation);

Year	Number of Projects	Cost
1961	144	$ 829,665
1962	135	1,222,275
1963	137	1,745,578
1964	236	2,545,360
1965	171	3,071,489
1966	356	6,737,177
1967	532	13,183,846
6 months 1968	209	758,443

These are only a few of the many things that are being done to make Oregon's highways safer for the motoring public.

The Cedar Hills Boul
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These before and after pictures show how the "instant safety" program makes highways safer. In the first photo, the bridge near Elgin on the Wallowa Lake highway is narrow and causes a limited

Come across. With $995.

Come across for the warm white sands of Fiji.

For the color and clamor of Australia.

For the snug surprises of New Zealand.

Because now the world travel headquarters of your AAA Club, together with three great airlines, has come across with an incredible bargain: a holiday package of 17 South Pacific days and nights.

*And all you have to come across with is $995.**

(That's not a misprint: $995.)

For a 16,000-mile odyssey to Fiji and New Zealand and Australia.

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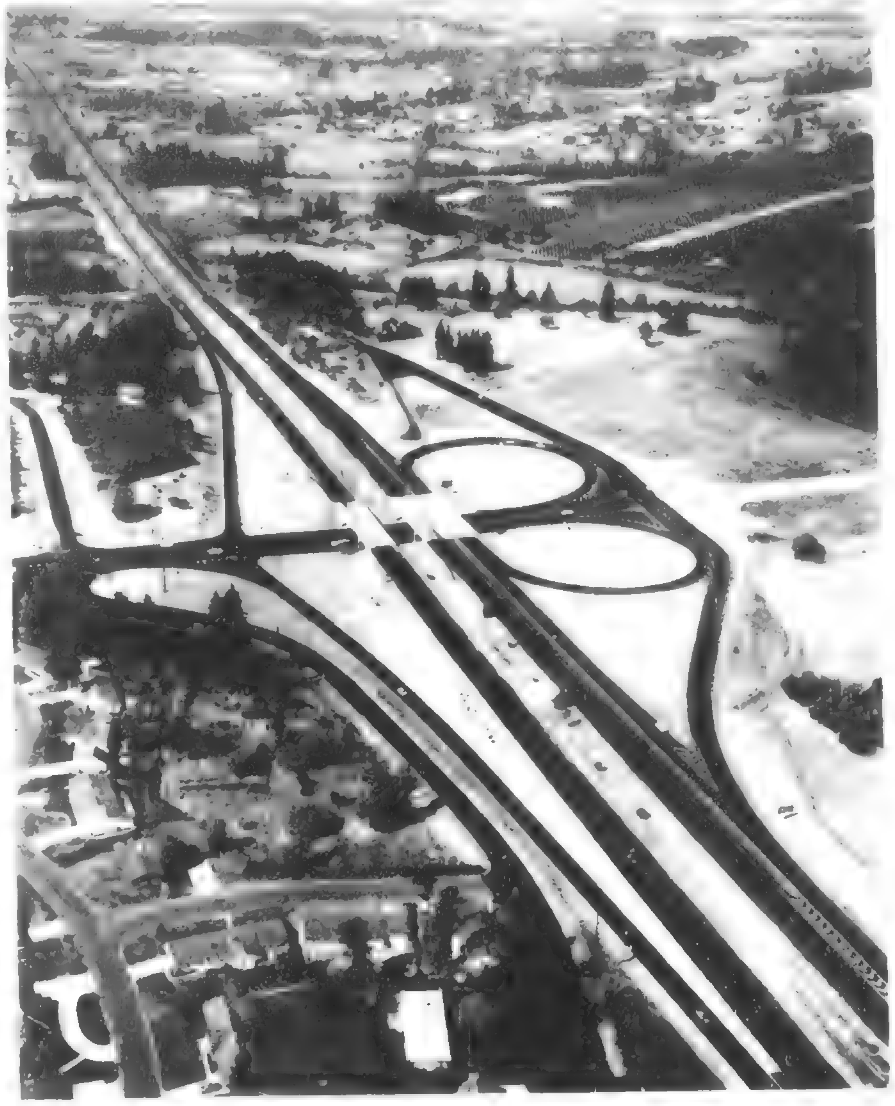

The Cedar Hills Boulevard Interchange, shown here from the air, shows graphically how hazards caused by cross traffic can be removed through modern engineering design. This is only one of several interchanges the Oregon Highway Department has built to facilitate the movement of motor vehicles to make those movements more safe.

Come across. With $995.

← *Picture this as the Kernville Bridge with a hill right in front*

Come across for the warm white sands of Fiji.

For the color and clamor of Australia.

For the snug surprises of New Zealand.

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5th day. Come nightfall, you make a sunset flight past green velvet peaks, sweeps of sugar cane, coral lagoons. Unforgettable. And you wind up back at your first night's home,

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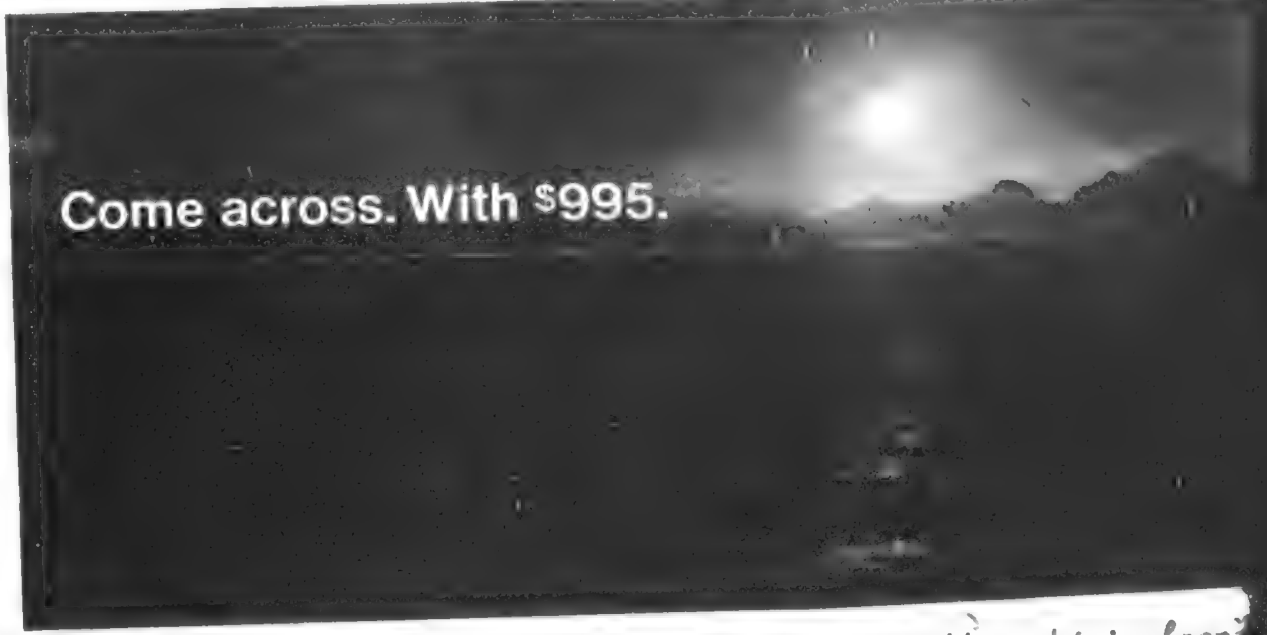

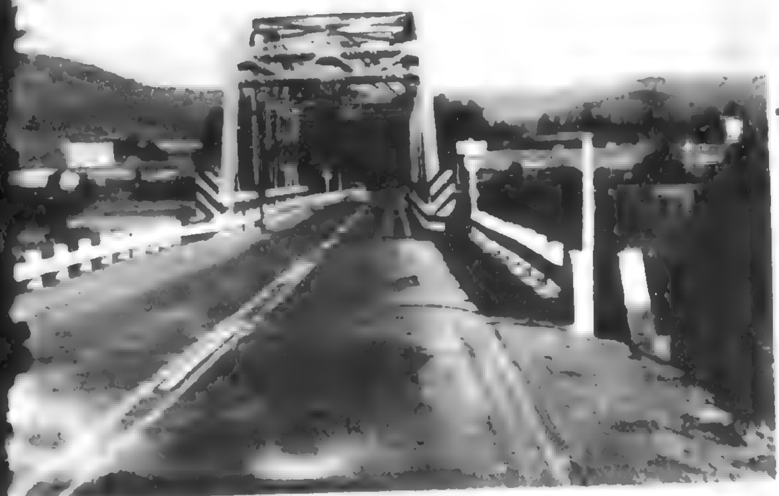

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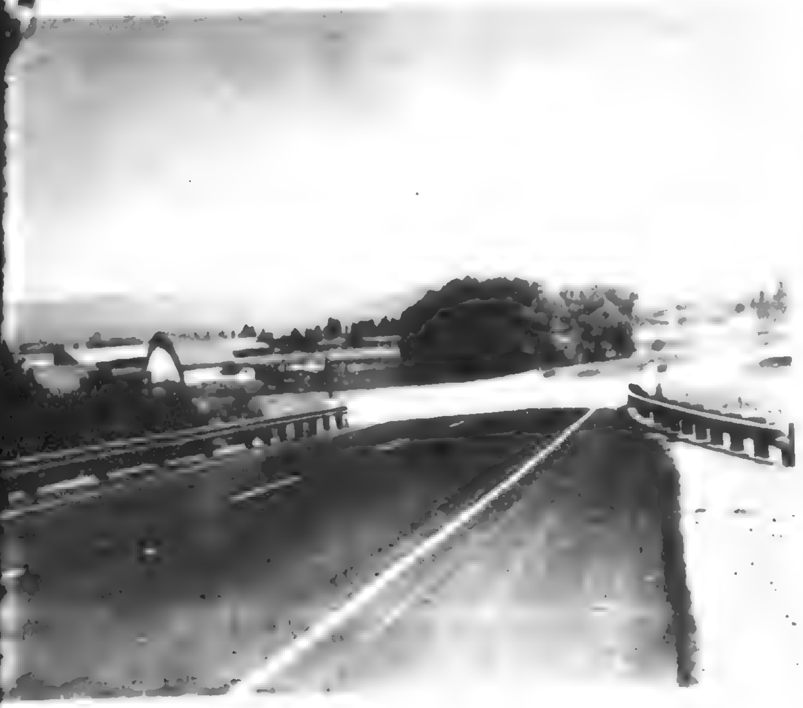

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For a 16,000-mile odyssey to Fiji and New Zealand and Australia.

For rooms with air-conditioning and private bath. In the kind of hotels you'd never stop at, unless you were on an expense account.

For sightseeing tours, complete with guides, to all the sights worth seeing.

The airlines in question? Three pros of the Pacific. QANTAS, which stands for Australia's round-the-world airline. And BOAC, which stands for British Overseas Airways Corporation. And Air New Zealand, which stands for New Zealand's five-star jetline. Excellent airlines all.

And here is your Pacific package, as selected and sponsored by your AAA Club, day by day by day:

1st day. You leave San Francisco or Los Angeles any day of the week. And head for the fabled islands of Fiji. Your first night's lodging: the lush Mocambo Hotel, smack in the middle of the South Pacific.

2nd day. (Sorry, you lose this day when you cross the International Dateline. But read on: you'll get it back enroute home.)

3rd day. You're still in Fiji—prowling a reef, swimming the South Seas, going Gauguin. Your address: a posh new resort, The Fijian.

4th day. You can't tear yourself from Fiji. So you tour the South Pacific's biggest "city," Suva. (It's pure Somerset Maugham, with Indian bazaars, native police in sawtooth skirts, veddy English cricket clubs.) And you move to another brand-new hotel: The Outrigger.

5th day. Come nightfall, you make a sunset flight past green velvet peaks, sweeps of sugar cane, coral lagoons. Unforgettable. And you wind up back at your first night's home, The Mocambo.

6th, 7th, 8th days. On to New Zealand: land of glaciers, geysers and grottos lit by glowworms. Three days to catch your breath in Auckland. (To make the breathing easy, your address is the sumptuous new Inter-Continental.) And if you like hot spots, there's an optional tour of Rotorua's springs — the thermal region that's a fascinating hell on earth.

9th, 10th days. Onward to Christchurch and the River Avon. You'll swear you're in the green and gentle world of England—'til you're greeted by glaciers in the snowy Southern Alps. (Exciting option: flightseeing close-up of gigantic Mount Cook.)

11th, 12th, 13th days. Coming up Down Under: the big, booming world of Australia. You start with Sydney (part Rio, part London, all Australia). Sights to savor: the soaring skyline, exuberant architecture, honeyed beaches (with honeys of their own!). Nicest sight of all: the high-hearted Aussies themselves, who actually *like* Americans. (Special highlight: a 50 mph dash across Sydney Harbor, via Buck Roger-ish ferry.) Oh: your address. It's the newly-minted Wentworth. Even Hilton is impressed.

14th, 15th, 16th days. Decisions, decisions, decisions — because now you face a host of options. H a wooly and wild visit to a s tion? Or maybe the Grea Reef, with its 1000-mile s coral? Or you can fly bac time to the sunburned, S Outback. Or visit a crazy, menagerie to spy on koala roos and platypusses (sies?). Or...?

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So there you have it: Pacific, lying on your horiz for 17 days. 17 nights. To savor, to store within you and years and years.

Only $995.

Come across.

*Price based on 28-day econo fare from the West Coast.

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BOAC and New Zealand
Government Tourist Office.

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Union Square—San Francisc

☐ Please send color brochure South Pacific Holiday packa other even bigger packages.

☐ I enclose one dollar. For with the brochure, please send book on the South Pacific. The the pretty color pictures.

☐ Please tell my local AAA you've got my interest up.

Name__________

Address__________

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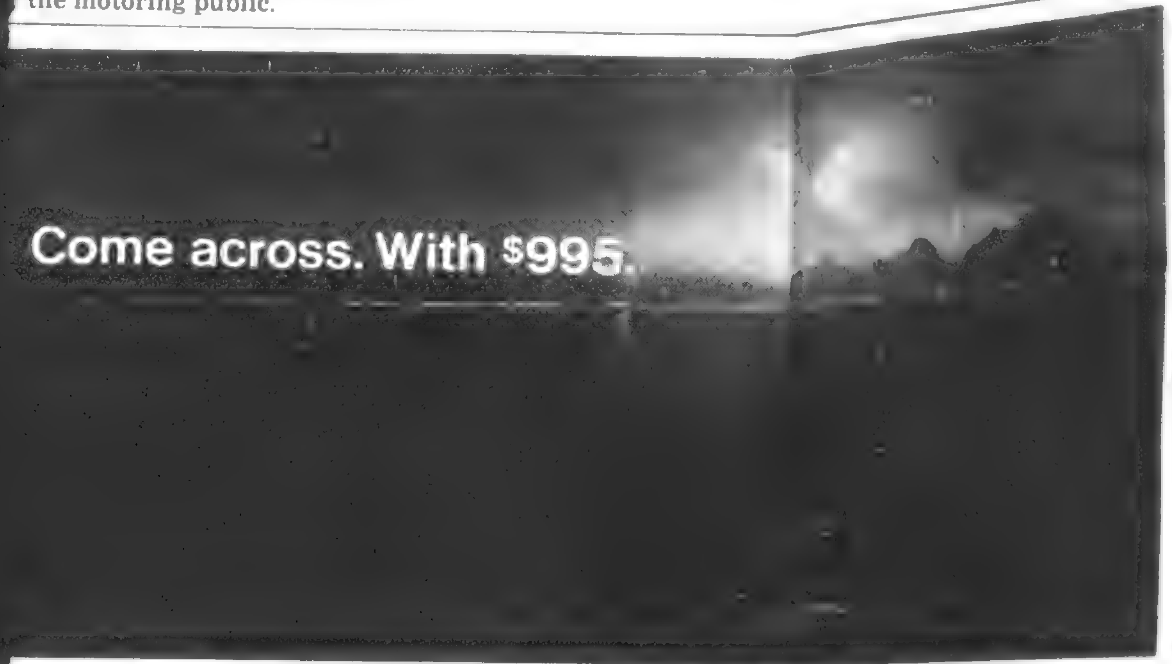

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So there you have it: the South Pacific, lying on your horizon. Yours for 17 days. 17 nights. To sample, to savor, to store within you for years and years and years.

Only $995.

Come across.

*Price based on 28-day economy excursion fare from the West Coast.

Jointly sponsored by
Australian Tourist Commission
QANTAS, Air New Zealand,
BOAC and New Zealand
Government Tourist Office

To: QANTAS South Pacific Holidays
Union Square—San Francisco, Calif. 94108

☐ Please send color brochure on your $995 South Pacific Holiday package, plus five other even bigger packages

☐ I enclose one dollar. For which, along with the brochure, please send your 52-page book on the South Pacific. The one with all the pretty color pictures

☐ Please tell my local AAA Travel Office you've got my interest up

Name____________________

Address____________________

City____________________

State____________ Zip________

RECEIVED
APR 2 1969
FOR
F-RF-110(4)

7577

1859

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

April 1, 1969

Mr. Charles McKenzie
Post Office Box 8
Gleneden Beach, Oregon 97388

Dear Mr. McKenzie:

Thank you for your letter expressing concern over the Siletz River Bridge on the Oregon Coast Highway.

I find that the Highway Commission is very conversant with the dimensional deficiencies in the present structure and has this project in mind for future consideration. Work of this type involves many sections of the state highway system which are more or less in competition with each other; in other words, there are 10 or 12 places for every available highway dollar and the Commission must select those projects for first consideration which in their opinion represent the most urgent needs.

I am confident that the Siletz River Bridge will receive full consideration along with other equal deficiencies when the next program is developed.

Sincerely,

Tom
Governor

TM:ma

bcc: Forrest Cooper

RECEIVED
APR 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

COPY

MC KE[illegible]IE TO HWY 3/21

March, 19th, 1969

Mr Governor:

We, the people of this area, feel we have waited long enough to get a new bridge and approaches to it across the Siletz River on Highway 101. All the roads leading onto this bridge are being improved, yet this eye sore still stands. It may have been alright forty five years ago but honestly don't you think it is by-passed because there has been too much pressure elsewhere? Enclosed is a copy of how State Highway Commission Chairman Glenn Jackson feels. He asks us to clean up our back yards before asking for more highway dollars. We say to him - " Look at your back yard - The Siletz River Bridge ". This bridge is a disgrace to the Highway Department!

This Coast Area is a tourist attraction where Oregon receives much of its income. Let us clean up the hazzard spots on our coast highway if we want more tourist dollars.

Thanking you for your attention, I remain,

Yours truly,

Charles McKenzie
Chairman
P. O. Box 8
Gleneden Beach, Oregon 97388

RECEIVED
MAR 2[illegible] 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 31 1969

FOR FILING

F-RF-110(9)

7577

March 28, 1969

Mr. Kessler Cannon
Administrative Assistant
Office of the Governor
State Capitol
Salem, Oregon 97310

Dear Kess:

The Kernville Bridge on US101 in Lincoln County (Siletz River) is old and inadequate.

Although we do not have plans per se, we have studied the matter and only wish we could find the money to rebuild it. Reconstruction of US101 easterly of Lincoln City will have no bearing on the Kernville Bridge as either project could be accomplished without the other.

I have been concerned over the frequency that we have to tell people we cannot build highway projects but do not know what to do about it. Any suggestions?

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fa

cc R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe

STATE OF OREGON INTEROFFICE MEMO FORM 134 SPS

TO: Forrest Cooper, Highways DATE: March 26, 1969

FROM: Kess Cannon

SUBJECT:

I'd appreciate having your comments on plans, if any, for replacing the bridge at Kernville, and improving the road from Kernville to Siletz, and how these improvements are tied in, if at all, with plans for rerouting 101 through Lincoln City.

At open house yeaterday noon, Governor McCall was asked these questions and he said he would find out and reply. Thanks.

NOTED
FORREST COOPER

RECEIVED
MAR 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7578 Columbia Co. Line-Burlington Sec. 1973
of Col. R. Hwy., N.W. of Portland
(Grading, paving, & sign.) #2

F71

1-24-77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-RF-171(14)

STATE PROJECT NO. See below

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. F-497

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway ENgineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 31 '77
REFER TO Rulien
FOR
Info | Inve. | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 1-20-77

FEDERAL ROUTE NUMBER Primary 1

STATE ROUTE NUMBER Primary 2

GENERAL LOCATION:
"Columbia County Line-Burlington Section"

GENERAL DESCRIPTION OF WORK:
Program change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 1-20-77 letter, I approve the program change as follows:

Add Consolidated Primary funds appropriation Code 010 in the amount of $833,744.80 to cover the overrun resulting from final voucher submission. This change will not require a change in the present project prefix letters.

Revised funding to be as follows:

Class of Funds	Appn Code	Total Cost	Federal Funds
Primary	012	$2,794,222.61	$2,397,443.00
Rural Primary	073	660,486.01	566,697.00
Consolidated Primary	010	971,730.54	833,744.80
Totals		$4,426,439.16	$3,797,884.80

DATE 1-24-77

SIGNATURE OF APPROVING OFFICIAL G Malach for

TITLE Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-896

7571

1b

PRO 6-2

January 20, 1977

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM
L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Change
Project No. F-RF-171(14)
Multnomah County

We hereby request your approval of a minor program change on Item 497, Project No. F-RF-171(14), "Columbia County Line-Burlington Section", to add Consolidated Primary funds Appropriation Code 010 in the amount of $833,744.80 to cover the overrun resulting from final voucher submission. This change will not require a change in the present project prefix letters.

Revised funding to be as follows:

Class of Funds	Appn. Code	Total Cost	Federal Funds
Primary	012	$2,794,222.61	$2,397,443.00
Rural Primary	073	660,486.01	566,697.00
Consolidated Primary	010	971,730.54	833,744.80
Totals		$4,426,439.16	$3,797,884.80

This action is necessary since insufficient Rural Primary funds are available to cover the overrun on the final voucher.

GL:bb

cc: D. E. Swan

7578.

STATE

43

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-177		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 4	11-22-76	Project Number F-171(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 11, 1971,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,417,700	$ 4,426,500
Federal funds	$ 2,397,443 F	$ 2,397,443 F
Other revisions	509,554 RF	566,697 RF

This modification is made for the following reasons:

To include increase in construction engineering and increase pro rata on Rural primary funds to 85.8%.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of November, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Oregon State Highway Division
Salem, Oregon, November 22, 1976

Federal Aid Project
No. F-171(14)

COLUMBIA COUNTY LINE - BURLINGTON SECTION
COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 41+39.12 to Sta. 282+50)

Total on Previous Estimate of July 28, 1976		$3,998,454.70
	Engineering	428,045.30
	TOTAL	$4,426,500.00

Length of Project - - - - - - - - - - - - 4.555 miles

Cost of Roadway Per Mile - - - - - - - - $971,789.24

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Primary Funds) 63.66%	$3,766,012.00	$2,397,443.00	$1,368,569.00
Roadway (Rural Primary) 85.80%	660,488.00	566,697.00	93,791.00
TOTAL	$4,426,500.00	$2,964,140.00	$1,426,360.00

Group 1 - 100%

Contract No. 7578

Prefix: 26-1040

578 · 73

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-2598-76		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 8-3-76	County Multnomah
MODIFICATION NUMBER 3		Project Number F-171(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 11, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,341,650	$ 4,417,700
Federal funds	2,397,443 F $ 361,675 RF	2,397,443 F $ 509,554 RF
Other revisions		

This modification is made for the following reasons:

To include approved final claim settlement

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of August, 1976.

Oregon State Highway Division
(Official name of Highway Agency)

By

Assistant State Hwy Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Glen file

Oregon State Highway Division
Salem, Oregon July 28, 1976

Federal-aid Project
No. F-171(14)

COLUMBIA COUNTY LINE - BURLINGTON SECTION

COLUMBIA RIVER HWY IN MULTNOMAH COUNTY

Revised Project agreement Estimate
Type code 6203
Roadway (Sta 41+39.12 to Sta 282+50)

Subtotal on Previous estimate of October 22, 1974		$3,946,954.70
Additional Approved Item		
PA. 17 Contractor Claim Settlement	Lump Sum	$51,500.00
	Sub Total	$3,998,454.70
	Engineering	$419,245.30
	Total	$4,417,700.00

Length of Project	4.555 miles
Cost of Roadway Per mile	$969,857.28

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	State Funds
Roadway (Primary Funds)	63.66%	$3,766,012.00	$2,397,443.00	$1,368,569.00
Roadway (Rural PRIMARY)	78.19%	$ 651,688.00	$ 509,554.00	$ 142,134.00
Total		$4,417,700.00	$2,906,997.00	$1,510,703.00

Group 1 - 100%
Contract No. 7578
Prefix 26-1040

7578

STATE COPY

MONTHLY TRANSACTION NUMBER 11-5	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Multnomah
MODIFICATION NUMBER 2	(PPM 21-7) 10-29-74	PROJECT NUMBER F-171(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 11, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,778,338	$ 4,341,650
Federal Funds	$ 2,397,443	$ 2,397,443 F 361,675 RF
Other revisions		

This modification is made for the following reasons:

to include increase in bid item quantities and additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29th day of October, 1974.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

By W. F. Smith
(Division Engineer)
for G. L. Green

GPO 936-242

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

Oregon State Highway Division

Federal-Aid Project
No. F-171(14)

COLUMBIA COUNTY LINE-BURLINGTON SECTION

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, October 22, 1974

Revised Project Agreement Estimate

Type Code 6203
Roadway (Sta. 41+39.12 to Sta. 282+50)

Subtotal on Previous Estimate of May 14, 1973			$3,434,943.70

Previous Estimate

Trench Excavation	5,700 cu.yds.	4.00	$ 22,800.00
3/4" - 0 Aggregate Base	50,000 tons	2.40	120,000.00
Grid Rolled Aggregate Subbase	108,600 cu.yds.	1.15	124,890.00
6-inch Drain Pipe	4,000 lin.ft.	4.30	17,200.00
Special Filter Material in Drains	520 cu.yds.	10.00	5,200.00
Flagging (60% of Contractor's Cost)	All Required		20,000.00
			$ 310,090.00

Revised Estimate

Trench Excavation	9,086 cu.yds.	4.00	$ 36,344.00
3/4" - 0 Aggregate Base	85,000 tons	2.40	204,000.00
Grid Rolled Aggregate Subbase	70,000 cu.yds.	1.15	80,500.00
6-inch Drain Pipe	17,150 lin.ft.	4.30	73,745.00
Special Filter Material in Drains	2,879 cu.yds.	10.00	28,790.00
Flagging (60% of Contractor's Cost)	All Required		100,000.00
P.A. 10 Borrow Excavation Adjacent to R/W	28,000 cu.yds.	1.83	51,240.00
P.A. 10 Borrow Excavation Within R/W	20,000 cu.yds.	1.53	30,600.00
P.A. 14 Grid Rolled Gravel Subbase	65,000 cu.yds.	1.95	126,750.00
EWO 11 Additional Slide Correction	All Required		65,000.00
EWO 16 Repair Slides & Erosion Damage	All Required		10,000.00
EWO 17 Shape Waste Area	All Required		5,000.00
EWO 18 Excavation Below Grade	All Required		4,197.00
SFO 5 Temporary Striping	All Required		1,170.00
SFO 8 Permanent Striping	All Required		4,765.00
			$ 822,101.00

Net Increase	$ 512,011.00
Subtotal	$3,946,954.70
Engr. & Cont.	394,695.30
Total	$4,341,650.00

Length of Project - - - 4.555 Miles

Cost of Roadway Per Mile - - - $953,161.35

Federal Funds -	$2,759,118.00
State Funds -	1,582,532.00
Total	$4,341,650.00

Group 1 - 100%

Contract 7578

Prefix: 26-1040

Federal Funds

Primary	$2,397,443-
Rural Primary	361,675-

Utility work will be charged to Project No. F-171(13)

COLUMBIA CO. LINE-BURLINGTON SECTION

F-171(14)

Railroad Protective Costs

Figure full flagging crew for 3 months (Hq. - St. Helens)

1 Section Foreman	$774.82 per mo. x 3 =	$2,324.46
2 Section Laborers	$3.58/hr. x 2 x 8 x 22 x 3 =	3,790.48
	+ 35% Payroll Additives	2,136.73
	Total	$8,241.67

State will stand $8,000 R.R. Protective Cost.

COLUMBIA CO. LINE-BURLINGTON SECTION

Nonparticipating - State Work

Setting Mail Box Posts	32 only	20.00	$ 640.00
Furnish Mail Box Post (E.W.)	All Required		150.00
			$ 790.00

7578 ·

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STATE COPY

MONTHLY TRANSACTION NUMBER 6-1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ATE Oregon
PROJECT REPORT NUMBER 6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Multnomah
MODIFICATION NUMBER 1	(PPM 21-7) 5-18-73	PROJECT NUMBER F-171(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 11, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,663,498	$ 3,778,338
Federal Funds	$ 2,327,770	$ 2,397,443
Other revisions		

This modification is made for the following reasons:

to include increase in bid item quantities and authorized items previously retained in program status

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18th day of May, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Engineer)
G. L. Green

GPO 915-669

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

Oregon State Highway Division

Federal Aid
Project No. F-171(14)

COLUMBIA COUNTY LINE-BURLINGTON SECTION

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, May 14, 1973

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 41+39.12 to Sta. 282+50)

Mobilization	All Required		$ 320,000.00
Furnish Field Laboratory Building	1 only	100.00	100.00
Temporary Protection and Direction of Traffic	All Required		24,000.00
Clearing and Grubbing	All Required		100,000.00
Removal of Structures and Obstructions	All Required		30,000.00
Ditch Excavation	1,269 cu.yd.	3.00	3,780.00
**General Excavation	1,269,000 cu.yd.	0.87	1,104,030.00
**Extra for Selected Rock Inlay Material	94,000 cu.yd.	0.90	84,600.00
**Overhaul	865,000 C-yd.sta.	0.20	173,000.00
Trench Excavation	5,700 cu.yd.	4.00	22,800.00
Foundation Fill Material	600 cu.yd.	7.50	4,500.00
Finishing Roadbed and Slopes	All Required		15,000.00
Obliteration of Roadway	14,300 sq.yd.	1.20	17,160.00
Watering	33,700 M-gal.	0.001	33.70
Bituminous Base Mixture	48,000 ton	6.40	307,200.00
Asphalt in Bituminous Base Mixture	2,610 ton	35.00	91,350.00
3/4"-0 Aggregate Base	50,000 ton	2.40	120,000.00
Grid Rolled Aggregate Subbase	108,600 cu.yd.	1.15	124,890.00
Class B Asphalt Concrete Mixture	59,500 ton	6.80	404,600.00
Asphalt Cement in Mixture	3,870 ton	35.00	135,450.00
Temporary Surfacing	4,300 sq.yd.	2.80	12,040.00
Asphalt in Tack Coat	40 ton	75.00	3,000.00
3/4"-0 Aggregate in Prime Coat	1,670 cu.yd.	7.00	11,690.00
RC-250 Asphalt in Prime Coat	300 ton	70.00	21,000.00
Class A Concrete in Box Culvert	36 cu.yd.	110.00	3,960.00
Reinforcement in Box Culverts	4,800 lb.	0.25	1,200.00
Headwall and Apron	All Required		450.00
8-inch Culvert Pipe	1,460 lin.ft.	4.00	5,840.00
12-inch Culvert Pipe	390 lin.ft.	4.20	1,638.00
18-inch Culvert Pipe	6,780 lin.ft.	6.30	42,714.00
24-inch Culvert Pipe	830 lin.ft.	8.50	7,055.00
36-inch Culvert Pipe	410 lin.ft.	11.00	4,510.00

48-inch Culvert Pipe	390 lin.ft.	19.00	7,410.00
8-inch Sewer Pipe	200 lin.ft.	4.00	800.00
12-inch Sewer Pipe	260 lin.ft.	5.00	1,300.00
18-inch Sewer Pipe	140 lin.ft.	7.00	980.00
24-inch Sewer Pipe	60 lin.ft.	9.00	540.00
Extra for Pipe Under Pavement	1,140 lin.ft.	7.50	8,550.00
Installing 24-inch Pipe Under Railroad	40 lin.ft.	80.00	3,200.00
18-inch Paved Culvert End Slopes	12 only	90.00	1,080.00
24-inch Paved Culvert End Slopes	4 only	130.00	520.00
36-inch Paved Culvert End Slopes	1 only	200.00	200.00
Concrete Manholes	3 only	750.00	2,250.00
Concrete Inlets	60 only	200.00	12,000.00
6-inch Drain Pipe	4,000 lin.ft.	4.30	17,200.00
Special Filter Material in Drains	520 cu.yd.	10.00	5,200.00
Guardrail, Type 1	1,630 lin.ft.	2.80	4,564.00
Guardrail, Type 2	21,800 lin.ft.	2.70	58,860.00
Guardrail, Type 2A	1,300 lin.ft.	3.90	5,070.00
Guardrail Anchors	26 lin.ft.	200.00	5,200.00
Type 1 Fence	1,000 lin.ft.	.80	800.00
CL-6 Chain Link Fence	500 lin.ft.	3.00	1,500.00
Concrete Curbs	55 cu.yd.	70.00	3,850.00
Extra for Asphalt Approaches	35 only	100.00	3,500.00
Extra for Asphalt Curbs	12,600 lin.ft.	1.00	12,600.00
Loose Riprap, Class 100	50 cu.yd.	12.00	600.00
Guide Posts, W-1	150 only	8.00	1,200.00
Guide Posts, Y-1	100 only	8.00	800.00
Roadside Seeding and Mulching	62 acre	290.00	17,980.00
Signing			
Removal of Existing Sign Installations	All Required		200.00
Painted Wood Sign Posts	All Required		2,800.00
Sign Support Footings	All Required		1,700.00
Breakaway Sign Posts	All Required		2,800.00
Single Sign Supports	All Required		1,000.00
Double Sign Supports	All Required		1,000.00
Type "A" Signs in Place	338 sq.ft.	8.00	2,704.00
Type "C", "D" and "R" Signs in Place	450 sq.ft.	4.00	1,800.00
Type "E" Signs in Place	169 sq.ft.	5.00	845.00
Type "U" Signs in Place	190 sq.ft.	7.00	1,330.00
Weigh Station Sign	1 only	750.00	750.00
Moving and Reinstalling Type "A" Signs	All Required		400.00
Thermoplastic Pavement Arrows	1 only	100.00	100.00
			$3,393,413.70

Flagging (60% of Contractor's Cost)	All Required	$ 20,000.00
Temporary Erosion Control	All Required	5,000.00
On-the-Job Trainees (5 @ $0.80 per hr.)	All Required	4,000.00
Railroad Protective Cost	All Required	8,000.00
EWO 3 Relocate Historical Marker	All Required	200.00
EWO 10 Slide Correction Work	All Required	4,330.00
		$ 41,530.00
	Subtotal	$3,434,943.70
	10% Engr. & Cont.	* 343,394.30
	Total	$3,778,338.00

*Reduced in accordance with par. 5 (Project Field Offices) of PPM 30-6.
**Increase in Quantities.

Length of Project - - - - 4.555 miles
Cost of Roadway per Mile- $829,492.42

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,778,338.00	$2,397,443.00	$1,380,895.00

Group 1 - 100%

Contract No. 7578

Prefix 26-1040

Utility work will be charged to Project No. F-171(13).

COLUMBIA CO. LINE-BURLINGTON SECTION

F-171(14)

Railroad Protective Costs

Figure full flagging crew for 3 months (Hq. - St. Helens)

1 Section Foreman	$774.82 per mo. x 3 =	$2,324.46
2 Section Laborers	$3.58/hr x 2 x 8 x 22 x 3 =	3,790.48
	+ 35% Payroll Additives	2,136.73
	Total	$8,241.67

State will stand $8,000 R.R. Protective Cost.

COLUMBIA CO. LINE-BURLINGTON SECTION

Nonparticipating - State Work

Setting Mail Box Posts	32 only	20.00	$ 640.00
Furnish Mail Box Post (E.W.)	All Required		150.00
			$ 790.00

#7578

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 6-41	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Multnomah
PROJECT REPORT NO. 3	*(PPM 21-7)* 6-11-71	PROJECT NO. F-171(14)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 30 0.52 mi. S. of Columbia Co. Line, S. 4.55 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-7-71	4.555
OTHER *(Specify)*		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,663,498	$ 2,327,770

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ______

Assistant State Highway Engineer
(Title)

By ______

(Title)

By ______

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By ______
(Division Engineer)

For R. E. Simpson

Date executed by Division Engineer 11 JUN 1971

FORM PR-2 (REV. 1-70)

PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal Aid
Project No. F-171(14)

COLUMBIA COUNTY LINE-BURLINGTON SECTION

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, June 9, 1971

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 41+39.12 to Sta. 282+50)

Mobilization	All	Required		$ 320,000.00
Furnish Field Laboratory Building	1	only	100.00	100.00
Temporary Protection and Direction of Traffic	All	Required		24,000.00
Clearing and Grubbing	All	Required		100,000.00
Removal of Structures and Obstructions	All	Required		30,000.00
Ditch Excavation	1,260	cu.yd.	3.00	3,780.00
General Excavation	1,200,000	cu.yd.	0.87	1,044,000.00
Extra for Selected Rock Inlay Material	56,000	cu.yd.	0.90	50,400.00
Overhaul	840,000	C-yd.sta.	0.20	168,000.00
Trench Excavation	5,700	cu.yd.	4.00	22,800.00
Foundation Fill Material	600	cu.yd.	7.50	4,500.00
Finishing Roadbed and Slopes	All	Required		15,000.00
Obliteration of Roadway	14,300	sq.yd.	1.20	17,160.00
Watering	33,700	M-gal.	0.001	33.70
Bituminous Base Mixture	48,000	ton	6.40	307,200.00
Asphalt in Bituminous Base Mixture	2,610	ton	35.00	91,350.00
3/4" - 0 Aggregate Base	50,000	ton	2.40	120,000.00
Grid Rolled Aggregate Subbase	108,600	cu.yd.	1.15	124,890.00
Class B Asphalt Concrete Mixture	59,500	ton	6.80	404,600.00
Asphalt Cement in Mixture	3,870	ton	35.00	135,450.00
Temporary Surfacing	4,300	sq.yd.	2.80	12,040.00
Asphalt in Tack Coat	40	ton	75.00	3,000.00
3/4" - 0 Aggregate in Prime Coat	1,670	cu.yd.	7.00	11,690.00
RC-250 Asphalt in Prime Coat	300	ton	70.00	21,000.00
Class A Concrete in Box Culvert	36	cu.yd.	110.00	3,960.00
Reinforcement in Box Culverts	4,800	lb.	0.25	1,200.00
Headwall and Apron	All	Required		450.00
8-inch Culvert Pipe	1,460	lin.ft.	4.00	5,840.00
12-inch Culvert Pipe	390	lin.ft.	4.20	1,638.00

18-inch Culvert Pipe	6,780 lin.ft.	6.30	42,714.00
24-inch Culvert Pipe	830 lin.ft.	8.50	7,055.00
36-inch Culvert Pipe	410 lin.ft.	11.00	4,510.00
48-inch Culvert Pipe	390 lin.ft.	19.00	7,410.00
8-inch Sewer Pipe	200 lin.ft.	4.00	800.00
12-inch Sewer Pipe	260 lin.ft.	5.00	1,300.00
18-inch Sewer Pipe	140 lin.ft.	7.00	980.00
24-inch Sewer Pipe	60 lin.ft.	9.00	540.00
Extra for Pipe Under Pavement	1,140 lin.ft.	7.50	8,550.00
Installing 24-inch Pipe Under Railroad	40 lin.ft.	80.00	3,200.00
18-inch Paved Culvert End Slopes	12 only	90.00	1,080.00
24-inch Paved Culvert End Slopes	4 only	130.00	520.00
36-inch Paved Culvert End Slopes	1 only	200.00	200.00
Concrete Manholes	3 only	750.00	2,250.00
Concrete Inlets	60 only	200.00	12,000.00
6-inch Drain Pipe	4,000 lin.ft.	4.30	17,200.00
Special Filter Material in Drains	520 cu.yd.	10.00	5,200.00
Guardrail, Type 1	1,630 lin.ft.	2.80	4,564.00
Guardrail, Type 2	21,800 lin.ft.	2.70	58,860.00
Guardrail, Type 2A	1,300 lin.ft.	3.90	5,070.00
Guardrail Anchors	26 lin.ft.	200.00	5,200.00
Type 1 Fence	1,000 lin.ft.	.80	800.00
CL-6 Chain Link Fence	500 lin.ft.	3.00	1,500.00
Concrete Curbs	55 cu.yd.	70.00	3,850.00
Extra for Asphalt Approaches	35 only	100.00	3,500.00
Extra for Asphalt Curbs	12,600 lin.ft.	1.00	12,600.00
Loose Riprap, Class 100	50 cu.yd.	12.00	600.00
Guide Posts, W-1	150 only	8.00	1,200.00
Guide Posts, Y-1	100 only	8.00	800.00
Roadside Seeding and Mulching	62 acre	290.00	17,980.00

Signing

Removal of Existing Sign Installations	All Required		200.00
Painted Wood Sign Posts	All Required		2,800.00
Sign Support Footings	All Required		1,700.00
Breakaway Sign Posts	All Required		2,800.00
Single Sign Supports	All Required		1,000.00
Double Sign Supports	All Required		1,000.00
Type "A" Signs in Place	338 sq.ft.	8.00	2,704.00
Type "C", "D" and "R" Signs in Place	450 sq.ft.	4.00	1,800.00
Type "E" Signs in Place	169 sq.ft.	5.00	845.00
Type "U" Signs in Place	190 sq.ft.	7.00	1,330.00
Weigh Station Open Sign	1 only	750.00	750.00
Moving and Reinstalling Type "A" Signs	All Required		400.00
Thermoplastic Pavement Arrows	1 only	100.00	100.00
			$3,294,183.70

Flagging (60% of contractor's cost)	All Required	$ 20,000.00
Temporary Erosion Control	All Required	5,000.00
On-the-Job Trainees (5 @ $0.80 per hr.)	All Required	4,000.00
Railroad Protective Cost	All Required	8,000.00
		$ 37,000.00
	Subtotal	$3,330,543.70
	10% Engr. & Cont.	* 332,954.30
	Total	$3,663,498.00

*Reduced in accordance with par. 5 (Project Field Offices) of PPM 30-6.

Length of Project - - - - 4.555 miles
Cost of Roadway per Mile- $804,280.57

Items Retained in Program Status

Slide Correction	All Required	$ 50,000.00
Permanent Striping	All Required	4,900.00
Temporary Striping	All Required	500.00
Relocate Historical Marker	All Required	200.00
Pipe Bedding Material	All Required	100.00
	Subtotal	$ 55,700.00
	10% Engr. & Cont.	5,570.00
	Total	$ 61,270.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,663,498.00	$2,327,770.00	$1,335,728.00
Retained in Program	61,270.00	38,930.00	22,340.00
Total	$3,724,768.00	$2,366,700.00	$1,358,068.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group I - 100%

Contract No. 7578

Prefix 26-1040

Utility work will be charged to Project No. F-171(13).

COLUMBIA CO. LINE-BURLINGTON SECTION

F-171(14)

Railroad Protective Costs

Figure full flagging crew for 3 months (Hg. - St. Helens)

1 Section Foreman	$774.82 per mo. x 3 =	$2,324.46
2 Section Laborers	$3.58/hr. x 2 x 8 x 22 x 3 =	3,790.48
	+ 35% Payroll Additives	2,136.73
	Total	$8,241.67

State will stand $8,000 R.R. Protective Cost.

COLUMBIA CO. LINE-BURLINGTON SECTION

Nonparticipating - State Work

Setting Mail Box Posts	32 oonly	20.00	$	640.00
Furnish Mail Box Post (E.W.)	All Required			150.00
			$	790.00

7578

15

April 13, 1976

St. Paul Fire & Marine Ins. Co.
Portland Office
700 NE Multnomah
Portland, OR 97232

Gentlemen:

A post-final payment for $171,301.46 will be made to S. D. Spencer & Son on Contract No. 7578 for work on the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $3,849,430.24 including the post-final payment. Of the total $216,667.49 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: S. D. Spencer & Son
4614 NE 72nd Ave.
Vancouver, WA 98661

bc: C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

NOTED
FRAN NEAVOLL

1578

43

STATE COPY

cc: OHMD (H S Coulter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

4 - 9 - 76

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 4/9/76	REPORT MADE BY W. N. Bryant, Area Engr		PROJECT NO. (14 F-171(3)
COMPLETION DATE 11/17/72	ACCEPTANCE DATE BY CONTRACT AGENCY NA	TIME ELAPSED NA %	CONTRACT TIME NA
APPROVED EXTENSIONS NA	LOCATION US-30 Columbia County Line South 5.05 Miles		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
APR 1 2 1976
Washington

COLUMBIA COUNTY LINE - BURLINGTON SECTION
COLUMBIA RIVER HIGHWAY
Utility Adjustment

This project provided for the adjustment of Bonneville Power Administration transmission lines in order to facilitate the future widening of the roadway. The facilities were made under an approved Trust Agreement between the State and Bonneville Power Administration.

All work was completed November 17, 1972 at a final cost of $158,168.65 or approximately 3 percent above the original authorized amount of $152,485.00

NOTED
H.S. COULTER

RECEIVED
APR 13 1976
Office of
Assistant State Highway Engineer

4-13-76

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original signed by E. J. Valach Dist. Engineer E. J. Valach	
TITLE Area Engineer	DATE 4/9/76	TITLE District Engineer	DATE 4/12/76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

578

75

Form 81-734-2020

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
April 8, 1976

FILE: CON 5

SUBJECT: COLUMBIA COUNTY LINE - BURLINGTON
Contract No. 7578

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

TO: PAUL BARNHART
Resident Engineer

Although I wasn't involved with the construction of this project, I can appreciate the difficulties and the struggle you had with the contractor, with utilities, and with the job itself. You did a very good job in getting a completed, acceptable job, which in part is evidenced by the appearance and riding quality of the job today and the relative maintenance free slopes, cuts and drainage facilities.

Also, I think you did an outstanding job of analyzing the time extension requests and the extra claims presented by the contractor at the end of the job.

Congratulations to you and your staff, especially on the work you did on the difficult and complicated time extension request and the many claims on the job, and on your presentation before the Construction Section and administrative staff in Salem.

MC/lms
cc: C. T. Keasey
H. S. Coulter ← THIS COPY FOR

NOTED
H.S. COULTER

RECEIVED
APR 9 1976
Office of
Assistant State Highway Engineer

7578

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April 5, 1976

S. D. Spencer & Son
4617 N.E. 72nd Avenue
Vancouver, WA   98661

Gentlemen:

Contract No. 7578
Columbia County Line-Burlington

The tentative compromise settlement agreement reached at your meeting with Highway Division representatives on March 9 has been reviewed. This was in response to your request for a contract time extension and for additional compensation on several items presented as claims.

I am pleased to advise you that the agreement set forth by Price Agreement No. 17 has been approved. A post-final estimate is being processed to accomplish a 400-day time extension and the $51,500 final claim settlement.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Kessey
E. L. Hardt
Robert Church
Richard Hacek
Paul Barnhart

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 23, 1976

In reply refer to: 1041A.1

SUBJECT: Oregon Project F-171(14)
Columbia County Line-Burlington Section
Time Extension and Claims Settlement

FROM : G. L. Green, Division Administrator

NOTED
H. S. COULTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The support information submitted with Mr. Coulter's March 18 memorandum regarding a proposed 400-day time extension and a $51,500 settlement of all other claims on the subject project has been reviewed. Based on the information submitted the proposed extension of contract time and the compromise settlement of the remaining claims appear reasonable and justified. For this reason I concur in the proposed settlement.

for G. L. Green
Walach

RECEIVED
MAR 26 1976
Office of
Assistant State Highway Engineer

3-26-76
cy Const. check

Y ENGR
MAR 26 '76
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sgn | Act | File ✓

7578

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IAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
E. L. Hardt
Robert Church
Richard Hacek

DATE March 18, 1976

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension and Claims Settlement
Columbia County Line-Burlington Section
Contract No. 7578
FAP No. F-171(14)

The contractor for this project in a lengthy request is asking for a complete time extension (copy attached). The request includes a summary of claims, most of which are also related to the contract time of performance. We believe significant time extension is justified for three reasons as follows:

1. Delay in relocating utilities. The special provisions of the contract listed five separate utility organizations in conflict on the project and stated that the pole line conflicts which involved four of the utilities would be adjusted prior to July 1 and July 15, 1971. The pole lines were not effectively out of the way until mid-October 1971. The water line relocation affected almost one-half the project length and was eventually temporarily relocated with a temporary line (which was a change in plan), and conflicted until early June 1972 (the Resident Engineer agrees to a date of June 9) at which time 258 days had been counted.

2. There is basis for extension for some of the last time counted. The project was opened to full four-lane traffic September 10, 1974 and 82 days contract time were counted after that date. A significant amount of the work accomplished after that date was on extra work, or added items.

3. There was a 329 percent overrun of the perforated pipe and a 454 percent overrun of drain rock items. These items, of course, are closely related to the slide work added to the contract by several significant added orders. The contract

quantity of perforated pipe was reached in July 1973 and the overrun work was done the rest of that season and in the 1974 season. The impact of the force account and price agreement work was also after July 1973. These overruns and added orders, excluding extra work in the first 258 days and the final 82 days, amount to $484,000. On just a time-money basis, this amounts to 15 percent of the contract amount, or 60 days on a prorated basis.

The days identified on the above three items amount to 400 days. We should recognize that the 400 days set up for the contract time was a short time to allow for the project. The contract amount is $3,294,183. In setting the time, we made the choice to try to accomplish the project in two seasons. Due to a delay in advertising the project in the spring of 1971, the contract time did not start until June 26 of that year, so we really had somewhat less than two full seasons. This kind of contract time simply made no allowance for the unforeseen problems that arose.

Concerning the early utility delay, we believe there is justification for federal participation in that part of the extension in accordance with your Transmittal 77 (Vol. 6, Ch. 4, Sec. 1, Subsec. 6) paragraph 22.

1. The construction work was certainly delayed by the utilities. The pole lines prevented effective access to excavation areas containing some 40 percent of the project length. Concerning the overall utility delay, we believe an important distinction between them should be made. The water line work delayed the longest and delayed access to 50 percent of the project excavation. The contract special provisions do not state an anticipated adjustment date for it. A late addition to the plans and special provisions identify it as possible extra work to be done by the contractor. However, the length proved to be 2,100 feet longer than the 1,700 feet shown on the plans, and the change to a temporary line and a final shoulder location were completely unanticipated. This item was not even in our project authorization nor in the approved P.S. & E.

2. The contractor did proceed with the water line work when a plan was available and when authorized. Extra Work Order No. 3 is dated September 7, 1971, which was near the end of the effective first-year grading season. The final plan evolved even after that, as shown by the attached April 25, 1972 letter to the Water District. We find no basis to fault the contractor's effort in assisting the utility relocations.

3. A diligent effort to achieve the utility relocations was made over a period of time. The March 31, 1971 report of our Utility Liaison Engineer covered the various conflicts. For other right-of-way reasons, the project bid opening was delayed a month (from April 30 to May 27). This delay probably should have been reflected in the special provision target dates for the pole line utility relocations in that they depended on contract clearing work.

   At award, several utility problems with Portland General Electric and the Burlington Water District were unresolved contrary to what was contemplated prior to the advertisement for bid. The sequence of work that followed was in the control of the respective utility.

   Burlington Water was unable to accept the State's plan for replacement of the water line until spring of 1972. This was confirmed by the attached April 25, -72 letter from Ted Litchfield to the Water Commissioners. The pre-bid estimate of the extra work was $10,000. The changed work was estimated at $18,000 and the actual work under the E.W.O. cost twice that amount. The water line conflict restricted the contractor's access from approximately one half of the excavation until mid-1972.

   Portland General Electric was limited in their early progress by their clearing requirement. A conflict of joint use of Burlington-Northern Railroad's communication poles and right-of-way had to be resolved. The State encouraged PGE to accelerate their change. August 19, 1971, Jack Hoels reported that PGE was using extra crews and at times a helicopter to get their lines out of the way. Even with this added effort, PGE conflicts persisted through the first construction season.

Included in the contractor's lengthy request is a separate summary of his claims. We have now reached a compromise settlement of all claims and the time based on a 400-day time extension. This leaves 143 days, or $42,900 in effect as a deduction from the contractor.

The proposed settlement is for a total of $171,500, $120,000 of which is the return of the 400 days of liquidated damages as a time extension. The remaining $51,500 will be complete and final settlement of all claims. It will be documented by a price agreement which is being prepared.

Your concurrence is requested in this time extension and a tentative approval of the claim settlement.

Att.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #7578

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 16, 1976

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Columbia County Line-Burlington
Contract No. 7578
Contract Time Extension and
Claim Settlement

A meeting was held in Salem March 9 to discuss the subject with the following people present:

> George Spencer and Harry Williams, both from S. D. Spencer & Son; Larry Rulien, Marion Craft, Paul Barnhart, Ed Johnsen and J. Bond.

The purpose of the meeting was to discuss the contractor's request for a complete time extension of 543 days at $300 per day for $162,900 which the State has withheld from the contractor's payments as liquidated damages, plus 7 claims amounting to $91,109.94, and during the course of our meeting, the contractor added another claim on behalf of his clearing subcontractor (Alpine Contracting, Inc.) in the amount of $9,950. This latter claim was not a new item. Notice of it and the amount had been served in writing by the contractor as early as September 16, 1971. The total money value in contention at our meeting therefor was $263,959.94. The grounds for time extension on this contract arise from three separate causes:

1. Delay in relocating utilities. The special provisions of the contract listed 5 separate utility organizations in conflict on the project and stated that the pole line conflicts which involved 4 of the utilities would be adjusted prior to July 1 and July 15, 1971. The pole lines were not effectively out of the way until mid-October of 1971. The water line relocation effected almost one-half of the project length and was eventually temporarily relocated with a temporary line (which was a change in plan) - and conflicted until early June of 1972 (the Resident Engineer agrees to a date of June 9) at which time 258 days had been counted.

2. There is basis for extension for some of the last time counted. The project was opened to full 4-lane traffic September 10, 1974 and 82 days contract time were counted after that date. A significant amount of the work accomplished after that date was on extra work, or added items.

3. There was a 329 percent overrun of the perforated pipe and a 454 percent overrun of drain rock items. These items, of course, are closely related to the slide work added to the contract by several significant added orders. The contract quantity of perforated pipe was reached in July, 1973 and the overrun work was done the rest of that season and in the 1974 season. The

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MAR 17 1976
Office of
Assistant State Highway Engineer

impact of the force account and price agreement work was also after July, 1973. These overruns and added orders amount to $563,098.80 (about $484,000 in 1973 and 1974). On just a time-money basis (which is not necessarily valid in this situation) this amounts to 17 percent of the total contract amount, or 68 days on a prorated basis (or 60 on the shorter middle part of the time).

The days identified on the above three items could amount to 408 days. Actually during the early utility delay, the contractor was able to accomplish some 20 percent of the contract value and there would logically be some off-setting prorated credit for the work he was able to accomplish during the utility delay. On the other hand, the time-money prorate approach to evaluate the overruns and added orders tends to be less time than is really justified by these unforeseen additions to the contract.

We should recognize that the 400 days set up for the contract time was a quite short time to allow for the project. The contract amount is $3,294,183. In setting the time, we made the choice to try to accomplish the project in two seasons. Due to a delay in advertising the project in the spring of 1971, the contract time did not start until June 26 of that year, so we really had somewhat less than two full seasons. This kind of contract time simply made no allowance for the unforeseen problems that arose. There was no "cushion" for these contingencies.

A 400-day extension is justified. This still leaves $42,900 liquidated damages in effect (the engineering overrun is several times this, however).

Of the 8 specific claims, (in addition to time), 3 were recognized as valid, but with corrected money amounts on 2 of them to slightly lower totals. Three were rejected in their entirety. The remaining two were compromised at about 50 percent of the amount originally claimed.

The three claims paid all involve price escalation. Claim No. 2 on which we are recommending $13,022.47 arises from an increase in the contractor's cost of 3/4 minus from his vendor. This involves entirely an overrun quantity which the contractor originally agreed to do on a price agreement at the contract price of $2.40 per ton. Subsequently he found his vendor insisted on a 35¢ per ton increase. We are paying this increase only on the overrun quantity. Had we known this at the time the price agreement was negotiated, I am sure the escalation would have been recognized then as we have done on several occasions in similar situations. The escalation claim on the A.C. mixture is for a comparatively small amount of $1,859.13, which is for the aggregate involved on the same basis as above; 35¢ per ton on an overrun quantity of A.C. (there is no escalation of the asphalt price.) The third and largest escalation adjustment is for diesel fuel. This item by itself tends to be high in that the computation does not take into account the remaining contract time (the 143 days) which theoretically still remains as the contractor's obligation. It was only by recognizing the full amount of this claim, however, that we secured the complete elimination of the clearing claim in the amount of $9,950. We emphasize that this adjustment on the diesel pricing in this case is not based on the so-called petro escalation law (although this contract is eligible). It is based solely on the facts and circumstances of this contract. A more detailed analysis of the above claims is attached.

In recommending an over-all $171,500 lump sum settlement of all claims on this project as being in the State's best interest, I am strongly influenced by the very real potential on this project for other and larger claims. The contractor did not seek compensation for labor escalation and this certainly occurred. This settlement does not include a specific provision for interest value (it has not been at issue). The first liquidated damages has been held since November of 1972, almost three and one-half years. There was some potential for a claim based on a change in the character of the work due to different and more costly excavation methods resulting from changes in the sequence of cut and fill availability from what could have originally been anticipated.

I am pleased with the cooperative effort which occurred on this matter between the field people and our staff in analyzing the problems, working together on pursuing various elements of them, and going into the negotiation with the contractor in a team work way. The Resident Engineer and our Cost Analysis Unit did some good analysis. This is what good contract claim negotiation is all about. The settlement is sanctioned by all State people present at the meeting and by the Construction Engineer. The price agreement to cover the settlement is being prepared. The contractor is also to submit the time request in the proper form with consent of surety. In the meantime, we would like to keep the matter moving towards an FHWA agreement. The utility delay reason is subject to a close review there. We have to try to get an exception to their basic policy. A rough draft letter for that purpose is attached.

This project already had an increase in authorization. The above settlement comes up to a 1.3 percent overrun, so no further funding authority is required and the amendment type price changes do not exceed Public Contract Review Board limits.

JAB:fr

Att.

cc: Robert Church

AREA CODE VANCOUVER 206, PORTLAND 503 EQUAL OPPO EM

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

September 25, 1975

Routing
1 Keasey K
2 Bond
3 Jackmond
Harwood
Johnsen
Walker
RECEIVED
SEP 29 1975
CONSTRUCTION SECTION
Richards
Glenn
Berg

Mr. Paul Barnhart, Resident Engineer
Oregon State Highway Department
1919 N. W. Thurman Street
Portland, Oregon 97209

RE: Contract 7578
Col. Co. Line to Burlington

Dear Sir:

Reference is made to our previous letters and our several meetings regarding an extension of performance time and settlement of a number of minor claims.

As of this date, to the best of our knowledge, no action has been taken. We therefore submit the following additional information and requests for extension of performance time, return of monies withheld as liquidated damages and payment of the several claims involved.

1. Request for extension of performance time:

All time charged from expiration of contract time until completion of the contract work	543 caldndar days

2. Liquidated damages:

	$162,900.00
Monies withheld	91,109.94

3. Minor claims:

The project was bid May 27, 1971. The pre-job meeting was held June 23, 1971. During the pre-job meeting there was much discussion about utilities. The water line was discussed in depth. We pointed out that the utilities were specified to be moved and/or adjusted by July 1, 1971. The utilities people were doubtful if they could have any of their system moved at that time. We also pointed out that the plans showed The Burlington Water District water line as being reconstructed under extra work order. However, the plans only indicated 1700 LF as possibly being moved under Force Account authority. This was shown as being between sta. 241 + 75 to sta. 258 + 75. Actually we were directed by letter dated August 19, 1971, to purchase 3800 LF of 4" C.I. water line to replace the existing line within the R/W and work areas.

John Bond

Frank Propes, representing our clearing sub-contractor, Alpine Construction Co., made it very clear that utilities and water lines would hold up or delay the clearing and grading operations. We concurred. At this time, the representatives of the OSHD and the Burlington Water District were not completely aware of just where the water lines were.

Clearing and grubbing operations began on Tuesday, June 29, 1971. Contract time had started June 26, 1971. Also, on June 24, 1971, Frank Propes, Paul Barnhart and H. Williams toured the project looking at clearing. Frank Propes continually pointed out where telephone and power lines would interfere with the clearing and, of course, the grading operations.

On June 29, 1971 Alpine Construction Co. representatives complained to the OSHD regarding utilities. The OSHD verbally requested a quotation from Alpine Construction Co. for removal of clearing near, and intangled in, the lines, On July 20, 1971 a written quotation was submitted to the OSHD by Alpine Construction Co. as requested. No action was taken by the OSHD.

On August 9, 1971 the prime contractor, S. D. Spencer & Son sent a letter to Paul Barnhart RE OSHD calling to his attention the fact that the utilities were holding up progress on the project. The letter requested assistance of the OSHD Utilities people in expediting removal of said lines. The letter also declared intent to request a time extension to cover lost time.

The special provisions Revision Letter No. 1, dated May 13, 1971 mentions several properties that cannot be entered until specific dates, the last of which is July 6, 1971.

On August 11, 1971 the contractor received a letter from Paul Barnhart OSHD, advising that the last of these properties would not be available until at least August 17, 1971.

As of August 10, 1971, no work had been accomplished by the utility companies. On this date a meeting was held with the OSHD, Pacific Telephone Co. and Alpine Construction Co. We were assured at the meeting and again that same day during an on-site conference, that work would commence immediately and they would cooperate in every way possible.

On August 19, 1971, letter was written by Larry Ashbury, OSHD, to S. D. Spencer & Son listing material required to reconstruct the Burlington Water District 4" C.I. water line. The letter also requested costs so that a Force Account Order could be submitted to the Regional Office. Also, we received a letter dated August 19, 1971 replying to our letter dated August 9, 1971, wherein we had informed the OSHD of delays caused by interference of utilities. The letter clearly states "should an extension of time become necessary, interference by utilities will be considered."

The letter also states that the OSHD is working closely with the utility companies so as to expedite the relocation. We received a letter from Alpine Construction Co., dated August 31, 1971. Said letter set forth delays and problems with utilities, and contained a claim amounting to $9,950.00 for added costs. On Monday, August 30, 1971, H. Williams called P.N.W. Bell Co. for Mr. Lou Monaco. He was not in, but would return the call. He did not return the call. Later in the day, H. Williams called P.N.W. Bell and talked with Mr. Rodgers. He was told that P.N.W.B. would move lines as soon as possible. The same day at 2:15 p.m. H. Williams met Lou Monaco and toured the job site with him. Williams told him the lines had to be moved. PG & E had been stringing lines in the area of Sta. 174 to 199 during the last week of August. However, the existing lines had to remain in operation until the new lines were completed.

On August 31, 1971, P.N.W. Bell did some trimming and chipping left of Sta. 97± but only minor work.

On September 15, 1971 P.N.W. Bell was observed unloading some poles along the East side of the existing highway at Sta. 93±. Apparently they intended to set poles next to the R.R. R/W at the toe of the slope.

September 16, 1971 a letter from S.D.S. was sent as a cover letter for Alpine Construction Co. Claim letter of August 31, 1971 to the OSHD.

September 20, 1971 a letter was written by Paul Barnhart, Resident Engineer, to S.D.S. in reply to letter of September 16, 1971. Said letter from OSHD stated that before they could submit the Alpine Construction Co. claim for further consideration they would have to have a more detailed breakdown of costs.

On September 21, 1971 Paul Barnhart, OSHD, requested return of the above letter and asked that it not be copied.

September 22, 1971 Paul Barnhart R.E. told H. Williams that authorization of Force Account for 4" C.I. water line had been received. Also, on September 22, 1971 Alpine Construction Company wrote a letter to S.D.S. requesting an extension of time and giving reasons therefore.

As of September 28, 1971 P.N.W. Bell did not have their lines out of the way of clearing and grading operations. At this time PG & E was apparently completing their work. Also, the water lines were still in place and holding up clearing and grading operations.

On Wednesday, September 22, 1971, an on-site meeting was held at Sta. 174±. Those present were Larry Rollen, Paul Barnhart and Larry Ashbury, OSHD, George Spencer and H. Williams of S. D. Spencer & Son. The topic of discussion was wet excavation and utilities interference. At this time we had made every effort to remove the water from the wet areas south of 174±. We had begun in late July and August to dig trenches to drain the excavation areas. At the time of the meeting we were using a 30-H Backhoe to excavate along the existing highway shoulder into the new alignment excavation about 25'± and below the existing roadway grade. We were back filling with rock up to the existing roadway grade. Larry Rollen made the statement "that it looked like we were doing about all we could to excavate this wet material." He also said the material had to be used to construct embankment and to make an acceptable road, however, he did not think that they could expect to build a road out of this type material and not make some allowances, such as moisture content requirement relaxations and increased time of performance. Paul Barnhart was there and Mr. Rollen talked directly to him about wet material. The next day, September 23, 1971, at 3:00 p.m. the OSHD Inspector, Bob Heard, directed stoppage of embankment placement in the fill area Sta. 165± due to the over optimum moisture content. On October 4, 1971 we proceeded with some road pioneering work (one small dozer) for 4" C.I. water line as directed by OSHD engineers on Force Account. This work was completed on October 5, 1971.

October 7, 1971 H. Williams had a long on-site discussion with a representative of P.N.W.Bell, who was told that the lines had to be moved immediately as they were continuing to hold up job progress. Note: A letter dated September 29, 1971, from the OSHD to S. D. Spencer signed by Paul Barnhart was received. The letter apparently is a letter of correction (for letter requested to be returned by Barnhart) replying to our letter of September 16, 1971 and a copy of Alpine Construction Co. letter dated August 31, 1971. The letter calls attention to Section 105.06 os Standard Specifications of 1970 and, in effect, clearly denies any obligation for costs incurred by interference of utilities. However, the letter does not deny entitlement of an extension of time.

Attention is directed to the following sections of the Standard Specifications:

Sub-Section 108.09: "Adjustment of contract time" - paragraph

(a) "errors or changes or omissions in plans or quantities, or errors of changes in the specifications of the contract.

(b) "Failure of the state, its representatives and its other contractors to act promptly in carrying out obligations and duties."

Section 108.13: "Right-of-Way and access delays" -

This section definitely spells out that time loss due to access delays and rights of occupancy of properties which the contractor is required to enter or to disturb under contract requirements is recoverable. However, only that portion of time delay after any definititive dates set forth in the special provisions is to be considered.

The special specifications, page 3, Sub-Section 105.06 very plainly indicate to the bidding contractor that the utilities will be adjusted prior to July 1, 1971.

It also would very reasonably be construed that the utility companies would be considered as one of the state's contractors as set forth in Sub-Section 108.09 - paragraph (b).

It is also reasonable to assume that not only the time span between July 1, 1971 and the actual date of completion of utilities removal would be recoverable, but that also, the time loss occasioned by the time delays ie: the loss of the prime dry weather construction season. There is namely five (5) utility companies involved in this contract.

1. Bonneville Power Administration
2. Pacific N. W. Bell Telephone
3. Burlington Water District
4. Portland General Electric Co.
5. Rose Valley Telephone Co.

Company #1, Bonneville Power Administration did not pose any real problems. They were in the process of moving their facilities when the project was started and finished in fairly good time.

Company #2, P.N.W. Bell did not begin their work until the end of August, 1971. This would be two months (60 days) after their specified completion date of July 1, 1971. They completed their work on or about October 10, 1971. This would be 102 calendar days after the specified completion date.

Company #3, Burlington Water District never did do anything on the project. After many conversations, meetings with and changes by the OSHD and the Burlington Water District, this contractor did, by Force Account Authority place a temporary water line from about Sta. 238± to Sta. 276± along the R/W line right of the center line. Said line was actually 3800 LF where as the contract plans show only 1700 LF of permanent water line change as possibly being done. Only the temporary water line was placed.

It is noted that the contractor's representative suggested, at the Pre-Job Conference, the placement of a temporary 1½ or 2" plastic water line along the R/W in the area of interference by the existing water line.

The temporary line was ordered to be placed and a list of material was supplied to S.D. S. on Friday, April 28, 1972. Placement of the water line began, as soon as possible after materials were obtained, on Monday, May 1, 1972.

After various sanitary tests were conducted, the temporary water line was completed and activated Friday, May 12, 1972.

The date the area from Sta. 238± to the end of the project Sta. 276± became available to the contractor, without interference from the meandering old existing water line was 321 calendar days after the beginning of contract time.

The new 4" C.I. water line could not be layed as planned due to insufficient water pressure to lift water over uneven terrain at the R/W line. The line could not be layed until grading was complete and was not layed until all paving was completed.

This contractor's representative questioned the amount of pressure available at the time of initial design and direction to order pipe. He was assured that the pressure was sufficient.

Company #4, PG & E began their removal work the last week of August which would be some 50 calendar days past the completion date of July 1, 1971. They completed removal on or about September 28, 1971, some 94 calendar days after the specified completion date.

Company #5, Rose Valley Telephone Co. did not begin their work until P.N.W. Bell was essentially completed, due to common use of line poles from Rocky Point Road Sta. 65± back to the beginning of the project. They completed removal of their lines about October 17, 1971. This would be considerably past the completion date shown in the special provisions. In fact some 109 calendar days.

A letter dated February 14, 1972, from Paul Barnhart, OSHD, to S.D.S. in reply to a letter regarding the water line delays directs us to re-read OSHD's letter dated August 19, 1971. Our letter of February 21, 1972, in reply to OSHD's letter of February 14, 1972, advises that we have re-read the letter, as directed, and assume that the statement contained therein regarding extensions of contract time for delays involved is being referred to.

Excavation of roadway material began at Sta. 174± south as soon as possible after the notice to proceed had been received and the clearing and grubbing had progressed enough to start slopes and pioneer scraper haul roads.

At that time, Monday, July 19, 1971, the utilities were in their original location and did interfere with clearing, grubbing and grading operations.

Early in the grading operations it became evident that the material was getting progressively wetter and many springs and much seepage water was encountered.

The contractor immediately undertook actions to control this water. Trenches were excavated across the excavation areas and when this did not solve the problem of wet excavation, a 30-H Buryrus Erie Hydraulic Back Hoe was moved to the project and began excavating deep trenches parallel to the center line and next to the toe of the design slope, between the slope and excavation area. This did not solve the problem of water pumping up from below into the excavation.

It is noted, had the scraper operation been able to excavate from south to north as planned (Morgan Rd. Sta. 225± to Sta. 174±) running over the tops of the cuts most of the material could have been excavated utilizing a scraper operation.

The planned operation was blocked by the failure of the utilities to remove their facilities from within the R/W. Thereby delaying the clearing and grubbing operations.

The planned way of moving the excavation from Morgan Rd. to Sta. 174± was to have the area cleared and to excavate from south to north using a scraper operation.

Due to interference from utility lines, the clearing could not be accomplished in a timely and planned manner. Consequently in order to accomplish some excavation the first season, it was necessary to excavate the tops of the cuts 178/200 ±.

Construction activities in this area were delayed until after the onset of inclement weather. Excavation in this area was delayed until the summer of 1972 when material had to be excavated using trucks and loaders.

The material south of Logie Trail, Sta. 232± was planned to be moved using trucks and loaders during the summer and fall of the first year (1971). The existence of the old meandering water line, the negligence of the utility companies to pursue their contractural work, the Burlington Water District's inability to reconstruct their own facilities and the failure of the OSHD to realize the urgent need of a temporary water line precluded clearing and grubbing of this area as predicted at the Pre-Job Conference.

We made it very clear at the conference that we intended to begin clearing in three areas simultaneously.

1. From Morgan Rd. north to Sta. 174±.
2. From Sta. 174± northward.
3. From Sta. 278± E.O.P. to Logie Trail Sta. 232±.

We also said we intended to begin excavation from the southern end of the project Sta. 278± northward and from Morgan Rd. Sta. 225± northward to Sta. 174±.

We also pointed out that we had to have the utilities removed in the vicinity of Sta. 93± to afford access to the major embankment areas north of Sta. 97±. We did not have this access available until September of 1971.

As a result of the aforementioned delays the contractor was delayed in beginning the southerly excavation until the summer of 1972. The effect of said delays, by others, was to preclude this contractor from doing a major portion of the roadway excavation until the second season of the contract thereby extending the contract into the following seasons.

The tardiness of the P.N.W. Bell Co. to remove their facilities in the area of Sta. 85/95± precluded this contractor from constructing ramps and access through this deep fill section of the project to other areas of project embankments until removal of said lines and poles after September 15, 1971. This also essentially stopped all first season work in this area. The only embankment area available to this contractor the first season was the area Sta. 153/167± at an estimated 150,000 cu yds. EMB.

The development of extensive slide conditions in the vicinity of Sta. 146± and subsequent correction thereof did hamper and delay excavation in this area. The material lying in front of and below this slide area, within the roadway prisim, amounting to 80,000 cu yds +, could not be excavated until the slide correction had been accomplished.

The correction of this slide involved an added amount of excavation of 107,000 cu yds ± consisting of added slide excavation and added excavation to make the buttress material. Said added excavation had to be accomplished in a slow costly manner not contemplated or planned at the time of bidding.

During the period of 1971 from the beginning of excavation on July 19, 1971 to October 13, 1971 the OSHD paid, on Estimate #4, 185510 cu yds of Item #7 General Excavation.

During the same period of 1972 Estimate #13 thru Estimate #15 shows roadway excavation as 379,451 cu yds.

This would indicate 193,941 cu yds more of excavation was accomplished during this period in 1972 than was accomplished during the same period in 1971. This would amount to nearly 105% increase in productivity.

The excavation during 1971 was accomplished by use of a scraper operation limited by interference from utilities and the one confined embankment area available. No excavation could be done on the southern portion of the project with trucks and loaders as planned.

During the same period in 1972 approximately 60% or 230,000 cu yds of material moved was excavated using trucks and loaders from the southern portion of the project.

However, only 4 to 5 units could be utilized during 1971 due to interference and restrictions from utilities in the work areas, primarily in the areas Sta. 25/85±, Sta. 85/95±, Sta. 174/278±, and the existence of the meandering water line Sta. 238/278±. This resulted in the movement of only 185,510 cu yds of excavation as per Estimate #4.

Had the utilities in the area 85/95± not interfered with access to the embankment areas north of Sta. 97±. The material from Sta. 116 to Sta. 153 amounting to 178,000 cu yds of excavation would have been moved in 1971.

An additional quantity in excess of 250,000 cu yds would have been excavated from Sta. 174/225 using a scraper operation.

Quantities excavated in 1971, without interference from and by utilities, water lines, slides, etc. would have been in excess of the following:

1. Truck Haul — Sta. 200/E.O.P.	230,000 cu yds
2. Scraper Haul -- Sta. 116/153	178,000 cu yds
3. Scraper Haul — Sta. 174/225	250,000 cu yds
	658,000 cu yds

An additional quantity of material for gridroll base, rock inlay and rock embankment would have amounted to 100,000 cu yds + resulting in a total of 758,000 cu yds.

?

Quantities excavated in 1972 would have been increased due to having used wetter common materials in the bottoms of large wide fills in 1971 and topping off fills with more granular dryer materials in 1972.

It is noted that letters were sent to the OSHD stating, many times throughout the life of the contract, that the continued use or attempted use of the wet unstable excavation materials in small confined embankments was having a disastrous slowing affect on production and causing an extreme increase in operating costs.

?

The remainder of the contract excavation amounting to 336,000 cu yds would have been completed early in 1972 and the balance of the contract work accomplished within the contract time.

All contract work, including an extensive amount of added work and Force Account Work, but excepting work on Force Account #5 "Water Line" and erection of steel sign posts and signs thereon, was completed on October 17, 1974. We have submitted supporting data in letter form explaining delays in sign post fabrication and erection.

The only work pursued after October 17, 1974 was work on Force Account #5 - "4 inch C.I. Water Line."

We have been charged 43 calendar days of penalty time for this added extra work.

The total penalty time charged is 543 calendar days.

An additional delay not set forth in the proceeding was caused by springs and seepage in the rock embankment area in the vicinity of Sta. 93/97. We were, after a series of discussions, directed to install 6" perforated pipe on the slope of this area.

Also, the area of embankment on original ground Sta. 25 to 40 was not available for embankment until June 14, 1972 by order of the OSHD engineers. We were told that these two areas were too wet.

After a number of days of good weather the above areas were still too wet for construction.

However, in mid-June, after some heavy rain, tests were apparently taken that indicated areas were dry enough for embankment.

The time from March 1, 1972 (start of performance time) until June 14, 1972 was 106 calendar days.

SUMMARY OF TIME DELAYS

1. F.A. #5 - "4 Inch Water Line:"	
a. Temporary line	321 cal days
b. Install 4" C.I.	43 cal days
2. Added Slide Material:	
a. Sta. 146±	98 cal days
b. Sta. 100/110	62 cal days
3. Engineers direction to place no material in embankments due to wet foundation until June 14, 1972 and addition of perf. pipe:	
a. Sta. 27 to 40±	
b. Sta. 93 to 97±	
c. Misc. areas B.O.P. to 97±	106 cal days
	630 cal days

conflicts with pg. 9?

Extremely wet excavation used in small confined embankments created overall slowdowns in production.

An extensive amount of aeration was required. Said conditions resulted in a myriad of delays. At this time the delays resulting have not been included in the reasons for the request of the time extension.

It is noted that the design quantity of 6" drain pipe was 4000 LF. Whereas, 17,148 LF was actually used. This would indicate an extensive ground water problem not contemplated at the time of design of the project. Therefore constituting an unforseen and/or changed condition.

SUMMARY:

Clearing and grubbing operations on this project were definitely hampered and delayed by the failure of the utility companies to remove and replace their facilities in accordance with the special provisions and the times set forth herein.

The grading operations could not be pursued as planned, at the time of bidding, for the same reasons.

The contractor had planned grading operations consisting of a combination of scrapers, loaders and trucks working simultaneously in the excavation areas from the southerly end of the project to Sta. 174 and in the area Sta. 114 to 127±, constructing embankments in the areas Sta. 11 to 95± and Sta. 151/167±.

This could not be accomplished due to the late removal of utilities in the areas. A scraper operation was used in the area Sta. 174± to Sta. 198± and to a minor extent after September 17, 1971 in several areas further north. However, these operations were greatly hampered and slowed by the existing power and telephone lines throughout the total length of the project.

Very little clearing and no grading operations could be carried on in the area from Sta. 199± to the end of the project during 1971 because of the existing power lines, telephone lines and an old meandering water system. The power and telephone lines were not removed until mid-fall of the first season and the water system was not moved until late spring of 1972 of the second season, nearly one year after the contract time had begun. Said water system was not moved by the Burlington Water District as indicated in the special provisions but by the contractor under Force Account Authority from the OSHD.

No clearing, grubbing and/or grading operations could be conducted in this area the first season and well into the second season.

The prime contractor and the sub-contractor of clearing protested many times, both verbally and in writing, the interference of the utilities. Numerous on-site meetings, telephone calls, etc. were carried on in attempts to expedite the removal of the utilities so that contract work could commence and be conducted in a workmanlike manner.

The contractor had planned to excavate a substantial quantity of the roadway excavation during the first season. However, beginning July 19, 1971 to October 5, 1971 we were able to only excavate 185,510 cu yds of roadway excavation as shown on the engineers Est. #4. This was accomplished at greatly increased costs and at a much reduced rate of efficiency due to the continued interference of the utilities.

SUMMARY (cont.):

During the same period of time in 1972 we were able to excavate 379,451 cu yds + as shown on the engineers Est. #15. A large percentage of this yardage was slide removal and rock excavation which resulted in a much slower rate of production than would have been encountered with the material to the south during 1971 if the utilities had been moved as specified.

An estimated 60% of the 379,451 cu yds moved during July to October 1972 was excavated using loaders and trucks.

Had the contractor had the opportunity during the prime construction season of 1971 to utilize the trucking operation as planned in the area from Sta. 199± to the end of the project, had been able to work the scraper operations at full efficiency in all areas planned and have had all of the large embankment areas been available for filling thereby having more area to areate and dry material in, another 470,000 cu yds + of material would have been excavated in 1971.

This would have resulted in 658,000 cu yds + having been excavated and would have completed all excavation from Sta. 174± to the E.O.P.

During the year 1972 slide correction work was performed that resulted in some 160,000 cu yds of added excavation. Said excavation consisted of wet slide material containing many boulders and rock excavation for backfill of the buttress for the slide correction at Sta. 146±. Handling this type of material resulted in a major slow down of operations. An estimated 80,000 cu yds of planned contract excavation material laying in front of and below the slide area at Sta. 146± could not be excavated until the slide correction work was completed.

The standard specifications sub-section 203.46 defines slide removal as "EXTRA WORK" and payment for same is set forth under sub-section 104.04. Standard specifications sub-section 108.09 "Adjustment of Contract Time" paragraph (d) allows for extensions of time based on extra work under sub-section 104.04.

Sub-section 108.09 also states: paragraph (a) "Errors or changes in the specifications of the contract" paragraph (b) "Failure of the state, its representatives and its other contractors to act promptly in carrying out obligations and duties."

The requirement contained in the special provisions for the utility companies to perform certain work by a specified date as set forth in the special provisions would certainly constitute a contractural obligation and the failure of said companies to perform this specified work by the dates shown would effect a change in the character of the contract.

SUMMARY (cont.):

Also, the utility companies would, in a sense, be considered contractors of the OSHD as set forth in sub-section 108.90 paragraph (b) and as such be the responsibility of the OSHD as to the timely performance of their specified and agreed upon work.

Sub-section 108.13 "Right-of-Way and Access Delays" definitely spells out that time loss due to access delays and rights of occupancy of properties which the contractor is required to enter or to disturb under contract requirements is recoverable. However, only that portion of time delay after any definitive dates set forth in the special provisions is to be considered.

ANTICIPATED

Special provisions, pags 3, sub-section 105.06 very plainly indicates to the bidding contractor that the utilities will be adjusted prior to July 1, 1971. The contractor, therefore, submitted a responsive bid based on no interference from or by the utilities.

1.

It is our opinion that not only would the time loss between the special provisions date of July 1, 1971 and the actual date of completion of removal of the utilities be recoverable, but also the time loss occasioned by the delays in removing the utilities be recoverable i.e. The loss of the prime dry weather construction season of 1971, the reduced production rate, in 1972, caused by the delay in 1971 and the continued impact on the balance of the contract project. 2.

It is also our opinion that the failure of the OSHD to enforce the requirement in the special provisions for movement and/or relocation of utilities and their failure to realize and act upon the necessity for relocation of the Burlington Water District Water line constitutes a breach of contract, has completely altered the nature and character of the contract, and as such, has made the time of performance of the contract null and void.

It is also our opinion that should the pursuit of an extension of performance time and recovery of monies withheld as liquidated damages not progress satisfactorily, legal action should be taken against the OSHD charging them with failure to perform in accordance with the terms of the contract, and all discussion of extensions of performance time be discontinued based on the fact that the contractor, having submitted a responsive bid and entered into a legal contract in accordance with the language and provisions of the original contract plans and documents, was prevented from pursuing said contract obligations in a workmanlike manner due to interference by others.

It is not the intent of this contractor, at this time, to pursue claims for added costs resulting from the failure of the utility companies to perform as specified in the special provisions of the subject contract and the failure of the OSHD to expeditiously and adequately inforce said provisions of the contract relevant to the removal and/or reconstruction of the utilities within the project limits.

SUMMARY (cont.):

However, if a satisfactory agreement is not arrived at regarding extensions of performance time, return of monies withheld as liquidated damages and payment of the several minor claims we will have no choice but to pursue other and larger claims in additition to the ones previously set forth.

Harry J. Williams

HARRY J. WILLIAMS

HJW:vv

CC: Ed Hardt
C. H. Head

RECEIVED
SEP 29 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SETTLEMENT ITEMS

CONTRACT 7578		OSHD
1.	Liquidated damages 543 cal days @ 300.00 ea =	162,900.00
2.	3/4"-0" aggregate Change Order	
	Scappoose S & G - 37810.11 Ton @ 35¢ =	13,233.00
3.	Class "B" Asphalt mis aggregate	
	Scappoose S & G - 5713.58 Ton @ 35¢ =	1,999.75
4.	Railroad flagging - Aucklund Waste Site =	5,202.89
5.	Reduction in Haul Units	
	Credit taken on Est. #41 =	27,062.43
6.	Top soiling slide repair slope Sta. 146±	
	@ Force Acct. Rates =	13,234.12
7.	Reloping pit area - Sta. 100±	
	@ Force Acct. Rates =	918.61
8.	Esculation of petroleum costs:	
	@ Diesel fuel 405,840 gals @ veriable gals =	29,459.14

(1)	162,900.00
(217)	61,650.80
(8)	29,459.14

GRAND TOTAL = $ 254,009.94

AREA [illegible] • VANCOUVER 206, PORTL[illegible] 503

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON
Construction, Trucking and Equipment Rental
4614 N. E. 72nd Avenue ○ Phones: Vancouver 693-4719 ○ Portland, 285-9232
VANCOUVER, WASHINGTON 98661

September 16, 1971

Mr. Paul R. Barnhart, Res. Engr.
Oregon State Highway Department
P. O. Box 6217
Portland, Oregon 97231

Re: OSHD Contract #7578
Columbia Co. Line-Burlington

Dear Sir:

I enclose machine copy of letter received from our subcontractor, Alpine Contracting, Inc., on subject job and dated August 31, 1971. You will note that the subcontractor requests additional compensation in the present amount of $ 9,950.00 incurred in its clearing operation. The additional costs are attributed to the failure of the Telephone Utilities and P.G.E. in removing their facilities by July 1, 1971, as provided by the contract.

This request for additional compensation is passed on to you for your consideration. You may be advised that the failure to remove these utilities have had, and will continue to have, and adverse effect on our work performance. We are recording our additional costs, and will present our request for payment separately when they have been determined. Request for extension of time will similarly be made when reasonably determined.

Very truly yours,

George D. Spencer

George D. Spencer
S. D. Spencer & Son

GDS/jl

PHONE 641-1800
AREA CODE 206

ALPINE
CONTRACTING INC.

P.O. BOX 1347
BELLEVUE, WASHINGTON
ZIP 98009

August 31, 1971

RECEIVED
SEP 4 1971
S. D. SPENCER & SON

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Subject: Utilities
OSHD #7578

Gentlemen:

We wish to advise you as of this date, the power and telephone lines and
telephone cable belonging to PGE, Pacific N. W. Bell Telephone Co. and
Rose Valley Telephone Company are still in place on the subject project.
The specifications indicated these facilities would be moved by July 1,
1971 and we anticipated being able to plan and complete our work according
to this schedule. Representatives from these companies attended the pre-
construction conference on June 23, 1971 and they indicated the work would
be done immediately. On June 29, 1971, no work had been started by them
and we contacted both the telephone company and power company requesting
these lines be moved right away, as they interferred with our work.

During the interim, we have constantly advised your company, the state
highway department and the utility companies of the problems being
encountered by not having these lines moved. The highway department re-
quested a quotation from us regarding the extra cost in handling the
removal of the trees from the areas where the limbs were growing through
the lines. We submitted a quote to them with a copy to you on July 20,
1971. No action has been taken on this letter. Again on July 28, 1971
we advised you of the continued delay and interferrence with our work.

On August 10, still no work had been done by the utility companies and a
meeting was held with us, your representative, Oregon State Highway Dept.
and the Pacific Telephone Company regarding this situation. We were
assured both at the meeting and on the job site conference after the meet-
ing that work would commence right away on getting the lines moved out of
our way and they would cooperate with us in every way possible. To date
the only thing they have done is top a few trees. The lines and cables
are still in the work areas. We have pictures showing the present existance
of these facilities on the project site.

These untimely delays have created additional costs to us in labor, equip-
ment and materials, as we have been unable to proceed in a planned sequence
of operation. In addition to the trees that are growing through the line,
causing additional costs, the trees that are located on each side of the
line leaning over and into the line create additional hazards for our men
and equipment. Removal of each tree has to be handled individually.

We are unable to construct haul roads as necessary and planned for this project, creating additional costs for loading and trucking of the clearing debris. This situation is costing both of our companies considerable added time and expense and the delay has pushed the project into inclement weather.

We hereby submit as of this date a claim of $9950.00 for additional costs incurred for special procedures necessary to continue the clearing work, and caused by the telephone lines and cable not being removed as indicated.

Sincerely

ALPINE CONTRACTING INC.

L. E. Mear
President

LEM/ap

P.A. 17
15 March 1976

Columbia County Line-Burlington
Multnomah County

Contract No. 7578
FAP No. F-171(14)

Minor Claim #	Summary Description	Spencer's Claim	Compromise Consideration
2	Materials Cost Inc., 3/4"-0	$ 13,233	$13,022
3	Materials Cost Inc. A.C. Agg.	2,000	1,859
4	Sub. Alpine, RR Flagging, Auckland Waste	5,203	-0-
5	Overhaul	27,062	-0-
6	Dress Slope, Kaptur Slide Inlay	13,234	6,600
7	Dress P. Yett's pit	919	500
8	Increase Fuel Material Cost	29,459	29,459
9	Sub. Alpine's	9,950	-0-
Total Claims = 8	Total in Claims -	$101,060	Possible Compromise - $51,451

The Resident Engineer has documentation of each of the claim amounts agreed to in the compromise consideration either as time records from the contractor's progress verifying the claim amount in items 6 and 7 or documentation of invoices or bid item quantities verifying the claim amounts in items 2, 3 and 8.

No amount could be determined for claims Nos. 4, 5 and 9.

$51,500 is a fair settlement of all claims on this project.

Edgar L. Johnsen
Chief Cost Engineer

ELJ:fr

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

April 25, 1972

Board of Commissioners
Burlington Water District
Route 1 Box 550
Portland, Oregon 97231

ATTENTION: Mr. Bernard Safranski

Re: Adjustment of Water Line Conflicts
Columbia County Line-Burlington
Section
Columbia River Highway
Multnomah County

Gentlemen:

In your letter to us dated March 8, 1972, you stated that you could not accept the proposed location of your water line along the westerly right of way line of subject project, and felt instead that it should be placed along the road shoulder.

As you know from recent discussions, we have changed our plan to comply with your wishes, and will abide by the plan expressed in that letter. We intend to begin work very shortly.

You also stated that Mr. Tinkess could do this work at less cost than our estimate. However, we are obliged to accomplish this work with or through our contractor. After conversations with Mr. Tinkess, our contractor has decided to perform the work himself.

Our original estimate of $18,300 is still valid. Of this, Burlington Water District will be asked to pay approximately $10,000 which is for just that portion between Stations 255 and 274, in accordance with Permit No. 10629. The remainder of the work will be paid for by the State as per our letter of September 14, 1970, and your reply of October 15, 1970.

We trust that all of the foregoing is acceptable to you. If you have any comments or questions, please contact either Mr. P. R. Barnhart, Resident Engineer, phone 286-5226, or Mr. R. H. Rumbolz, Regional Utility Engineer, phone 654-7741, extsion 262.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
V. E. Skoog
Jack Sollis
L. W. Rulien
Paul Barnhart
R. H. Rumbolz

NOTED
A. E. JOHNSON

El Paso Natural Gas Company - El Paso had a natural gas pipe line in conflict with the proposed project. An estimate and sketch have been received and approved. Federal-aid participation was requested and approved by the Federal Highway Administration on May 13, 1968, for the estimated reimbursable cost of $4,402.60. El Paso has completed their relocation work.

6. ROSS ISLAND BRIDGE - REEDWAY STREET SECTION

Project No. U-168(25) Signing

No utilities involved.

7. COLUMBIA COUNTY LINE - BURLINGTON SECTION

Project No. F-171(14) Grade, Pave & Sign

Bonneville Power Administration - BPA has nine wood pole power transmission structures in conflict with the proposed construction. A Trust Agreement, prepared by BPA, between the State and BPA has been received and approved by the State Highway Commission. Federal-aid participation has been requested and approved by the Federal Highway Administration on February 2, 1971 for the estimated relocation cost of $90,710. BPA was instructed to proceed with their relocation on February 8, 1971. BPA plans to let the relocation work to contract. They anticipate an opening of bids on or about April 28, 1971, with an award on or about May 14, 1971. BPA reports an estimated completion date of July 15, 1971. The prospective bidders for the State's project will be advised of BPA's completion date and extent of relocation in our Special Provisions.

Burlington Water District - the District has water line facilities in conflict with the proposed project. These facilities will be adjusted as an extra work item under the State's project.

Portland General Electric Company - PGE has both power transmission and distribution lines in conflict throughout the length of the proposed project. PGE presently plans to relocate a portion of their facilities on State highway right of way, and the remainder on Burlington Northern Railroad right of way. The relocation on railroad right of way will be a joint relocation with Pacific Northwest Bell Telephone Company facilities and railroad communication and signal facilities. The details of the combined relocation are now being arranged between PGE, PNB and Burlington Northern. Our letter to PGE setting forth the extent of conflict with their facilities and establishing right of reimbursement is being prepared. PGE is presently preparing plans for their relocation. PGE anticipates that their relocation work will begin about May 17, 1971 and be completed by July 1, 1971. Federal-aid participation will not be requested for the reimbursable work.

Pacific Northwest Bell Telephone Company - PNB has facilities in conflict throughout the length of the proposed project. A portion of PNB relocation will be made on joint basis with PGE and Burlington Northern Railroad on railroad right of way. The details of this joint move are presently being arranged. Our letter to PNB setting forth the extent of conflict with telephone facilities and right to reimbursement is being prepared. PNB is working on their relocation plans and anticipate beginning work on or about May 17, 1971, with a completion date of July 1, 1971. Federal-aid participation will not be requested for the reimbursable work.

Rose Valley Telephone Company - RVTC has facilities in conflict with the proposed project from the north end (beginning) up to about Station 150+00. Their facilities are on Pacific Northwest Bell Telephone Company poles by contact rental agreement and will be relocated with PNB facilities. Our letter to RVTC, setting forth the extent of conflict with their facilities and right to reimbursement, is being prepared. Their relocation schedule coincides with PNB's. Federal-aid participation will not be requested for any reimbursable work.

Burlington Northern, Inc. - has completed construction of their new track and pole line between Highway Stations 143 and 175. They should have all their retired material salvaged prior to April 8, 1971. The joint use agreement with Portland General Electric Company, Pacific Northwest Bell, and the Highway Division for joint use of a single pole line between Highway Stations 235 and 285 is being negotiated and we expect it to be consummated in the near future. We do not expect this to delay the completion of PGE's work beyond July 1, 1971.

8. LOMBARD STREET - JAMIESON ROAD (BEAVERTON) SECTION
Project No. SU-198(8) Grade & Pave

Federal-aid participation will not be requested for the reimbursable utility relocation work on this project.

Portland General Electric Company - PGE has power facilities in conflict throughout the proposed project. PGE has been advised verbally of the general extent of their facilities in conflict. A letter to PGE is being prepared which will set forth the exact extent of conflict with their facilities and establish the basis for, if any, reimbursement. PGE reports that their adjustment should be completed by June 1, 1971.

General Telephone Company of the Northwest - Gen-Tel has telephone facilities in conflict throughout the proposed project. Gen-Tel was advised verbally of the general extent of their facilities in conflict, and report that replacement telephone cable needed for their relocation will require a three-month order time. A letter to Gen-Tel is being prepared which will set forth the exact extent of conflict and establish the basis, if any, for reimbursement. It is anticipated that final adjustment of Gen-Tel's facilities will be completed by August 1, 1971.

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 19, 1971

To: A. C. Harwood
Region 1
Construction Engineer

SUBJECT: Utility Adjustments
Columbia Co. Line - Burlington
Columbia River Hwy.
Multnomah County
Contract 7578

Please refer to Paul Barnhart's letter of August 12, 1971, with attached letter from S. D. Spencer and Son, Contractor for subject project.

Enclosed is a memo to the files concerning a meeting held at Barnhart's office with subsequent field trip on August 10, 1971. While the contractor's letter mentions Rose Valley Tel. Co., Pacific Northwest Bell Tel. Co. is the most involved of the two companies and is responsible for completing the primary work for relocation of facilities. Rose Valley and Bell jointly occupy poles between stations 11 to 100.

I have held discussions with Mr. Tom Beasley, PGE Chief Field Engineer, in regard to additional crews being assigned to their work. PGE has, when possible, utilized additional line and tree trimming crews to accelerate their work south of station 170. They have even used a helicopter to speed up the wire stringing phase of the work. Mr. Beasley assures me they will continue to operate in this manner and the work will continue without interruption.

Jack Hesla

Jack Hesla
Metropolitan Utility Engineer

JH:cw
Enclosures

cc: P. Barnhart
T. W. Litchfield ✓

Routing
Morgan
Decker
Bond
Walker
Cochrane
Johnson

RECEIVED
AUG 19 1971
CONSTRUCTION
DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

7578

Assignment No. 644 ~~1~~

NOTED
E. S. HUNTER

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 8, 1976

Mr. Tom Wells
Industrial Claims Service
One S.W. Columbia, Suite 660
Portland, OR 97258

644-K

Re: Traffic Accident
Columbia County Line-Burlington
Contract 7578

Dear Mr. Wells:

Enclosed you will find a copy of the November 13, 1972 General Daily Progress Report for the subject project. This report covers the information that you requested in your letter of March 1, 1976.

Very truly yours,

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS

Warren Richards
Construction Office Engineer

WR:mk

Enc.

bc: H. S. Coulter w/att.
Jack Sollis - Enclosed for file is copy of the accident report and other related information.

RECEIVED
STATE HWY ENGR
MAR 9 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
MAR 9 1976
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

Form 81-734-3123

OREGON STATE
HIGHWAY DIVISION
CONSTRUCTION SECTION

GENERAL DAILY PROGRESS REPORT

DATE 11-13-72
MONDAY

SECTION Columbia County Line - Burlington

HIGHWAY Columbia River

CONTRACTOR S. D. Spencer & Son

WEATHER Cloudy

CONTRACT NUMBER 7578

F. A. NUMBER F-171(14)

PREFIX 26-1040

EQUIPMENT

BULLDOZERS	3	BLADE	1	TRACTOR AND SCRAPER	
ROLLER		SHOVEL		TRUCKS	2
COMPRESSOR	1	CRUSHER		MIXER	
DISTRIBUTOR		PAVER		WATER WAGON	
LOADER	1	BACKHOE			
Drills	1				

LABOR

OPERATORS 3
LABOR 3
SUPERVISION 2
Teamsters 2
Flagmen 2

TIME

	1 CLEARING	2 DRAINAGE	3 GRADING	4 TOPSOIL	5 FENCE	6 SPRINKLING	7 ROCK	8 PAVING	9 FLAG	10 UTILITIES
SHIFT START			8:00						8:00	
SHIFT END			4:30						2:30	
SHIFT START										
SHIFT END										
SHIFT START										

KIND OF WORK, AMOUNT, STATION, EQUIPMENT, LABOR (CONTRACTOR, UTILITIES, AND R. R.)

(4:10)
Drillers loaded and Blasted ≈ 18 holes at sta 98±. 2 JD450 CATS
worked the rock inlay down the slopes at sta 182-188.
Two trucks hauled material from sta 268-269± to fill sta 270-275±
and dumped it over the shoulder of the existing Hwy. The blade
was used to smooth off the shoulder in this area and then
was used to make a ditch between sta ~~#~~ 117-123±.

COMMENTS AND INSTRUCTIONS TO CONTRACTOR

Don E. Hemmert
INSPECTOR

Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97258 • TELEPHONE (503) 228-1170

March 1, 1976

Oregon State Highway Division
The Office of State Highway Engineer
Salem, Oregon 97310

RE: Our File No. : 730945
Insured : S. D. Spencer & Son
Date/Loss : 11/13/72

Gentlemen:

We represent S. D. Spencer & Son, contractor who was involved in the construction on U.S. Highway 30 near Scappoose, Oregon, during 1972. We are investigating an accident and defending a lawsuit brought against our insured, S. D. Spencer & Son. The date of the accident was November 13, 1972.

According to our contractor and your investigator, Mr. Vaughn Hemmert, we have learned that the Oregon State Highway Division keeps a daily activity record of the equipment working on each day for each specific job. We would very much appreciate copies of the State's daily activity record for the U.S. 30 Highway project for the date of November 13, 1972.

Please forward this copy, if available, to me at this address with any charge for your services. We appreciate your cooperation in advance in this matter.

Yours truly,

INDUSTRIAL CLAIMS SERVICE

Tom Wells

Tom Wells

TW:lml

cc: James F. Spiekerman

RECEIVED
HWY EN
MAR 2'76
REFER TO
Corvallis
FOR
✓

ESM

7578

U.S. GOVERNMENT PRINTING OFFICE: 828

STATE COPY

U.S. ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coult)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

1 - 5 - 76

REGION NO. 10	REPORT NO. 22	COUNTY Columbia	DIVISION Oregon
DATE OF REPORT 1/5/76	REPORT MADE BY W. N. Bryant, Area Engr		PROJECT NO. F-171(14)
COMPLETION DATE 2/28/75	ACCEPTANCE DATE BY CONTRACT AGENCY 6/2/75	TIME ELAPSED 238 %	CONTRACT TIME 400 Cal Days
APPROVED EXTENSIONS None	LOCATION On US 30 0.5 miles South Columbia County Line South 5.13 Miles		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JAN 06 1976
Washington

COLUMBIA COUNTY LINE-BURLINGTON SECTION
COLUMBIA RIVER HIGHWAY
Grading & Paving

RECEIVED
JAN 7 1976
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

1-7-76
cy Const.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original signed by E. J. Valach Dist. Engineer E. J. Valach
TITLE Area Engineer	DATE 1/5/76	TITLE District Engineer DATE JAN 06 1976

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

REGION FILE COPY 7578

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTME F TRANSPORTATION - FEDERAL HIGHWAY AD TRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL	*To be completed by Washington Headquarters Personnel*		2 – 4	5 – 8	9 – 12	13 – 15
		16 – 18	19 – 22	23 – 24 / 25	– 27 / 28 – 30	31 – 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE: Oregon

COUNTY: Multnomah

FEDERAL PROJECT NO.: F-171(14)

URBAN ( ) RURAL (X)

DATE STARTED: June 25, 1971

DATE COMPLETED: February 28, 1975

TOTAL NO. BRIDGES: 0

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
A		CONSTRUCTION TYPE CODES		6203	
A	20	FINAL CONSTRUCTION COST	DOL.	3,107,650.00	
A	21	LENGTH OF PROJECT	MILES	4.55	

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 170,441	GROSS EARNINGS 1,327,764

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	785,950	
B	9	PETROLEUM PRODUCTS	GAL.	851,592	
B	1	CEMENT	BBL.		
C	2	AGGREGATES PURCHASED	TON.	199,186	
C	92		CU. YD.		
C	3	BITUMINOUS MATERIAL	GAL.	1,485,620	
C	4	LUMBER	THSD BD. FT.	3.5	
D	5	TIMBER PILING	LIN. FT.		
D	7	REINFORCING STEEL	LB.	6,680	
D	8	STRUCTURAL STEEL	LB.	5,000	
D	10	EXPLOSIVES	LB.	260,000	
E	11	READY-MIXED CONCRETE	CU. YD.	131	
E	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	109,321	
E	15	AGGREGATES PRODUCED	TON		
E	95		CU. YD.		
F	16	MISCELLANEOUS STEEL	LB.		
F	17	FENCING	LIN. FT.	3,454	
F	18	GUARDRAIL	LIN. FT.	23,721	
F	19	BRIDGE RAIL	LIN. FT.		
G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	15,560	
G	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

G	48 – 52	53 – 61	62 – 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
H	6	CORRUGATED STEEL CULVERT	
		8	1,247
		12	708
		18	6,364
		24	698
		36	470
		48	330
J	13	CONCRETE PIPE	
		8	108
		12	250
		18	136
		24	59
K	14	CLAY PIPE AND DRAIN TILE	
		6	17,148
L	25	CORR. ALUMINUM CULVERT	
M	26	CAST IRON PIPE	
		4	3,800

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72)

7578

December 26, 1975

Federal-aid Project
No. F-171(14)

TO G. L. Green, Division Adm
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7578, Work Completed February 28, 1975

Project Columbia Co. Line-Burlington

Highway Columbia River

County Multnomah

Acceptance: Transportation Commission June 2, 1975

Federal Highway Administration March 19, 1975

All participating work on this project has been completed.

The documents listed below, a requirement of your acceptance of the project, are attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Overruns & Underruns
Progress Estimate and Cost Report, E-498

DC:re

cc: Richard Hacek
R. D. Church

7578

R

July 14, 1975

St. Paul Fire & Marine Insurance Co.
Portland Office
700 NE Multnomah
Portland, OR 97232

Gentlemen:

On June 3, 1975, we wrote to you concerning release of final payment on Contract No. 7578 awarded to S. D. Spencer & Son for work on Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County.

Final payment on this contract is $24,952.99 and the total contract amount is $3,677,948.78 including $216,667.49 for work performed under force account.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

cc S. D. Spencer & Son
4614 NE 72nd Avenue
Vancouver, WA 98661

bc C. T. Keasey
Walt Hart
V. E. Skoog, Att. Dick Hacek
E. L. Hardt

fkn/hb

7578

R

June 3, 1975

St. Paul Fire & Marine Insurance Co.
700 N.E. Multnomah
Portland, OR 97232

Gentlemen:

Contract No. 7578 awarded to S. D. Spencer & Son for work on the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County was completed on February 28, 1975, and accepted by the Administrator and State Highway Engineer on June 2, 1975.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before June 6, 1975.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

jn

cc S. D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, WA 98661

bc C. T. Kessey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

#7572

STATE COPY R

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CC: OSHD (H S Coulter) Wash DC (HHO-32)

INTERMEDIATE AND FINAL INSPECTION REPORT

3-19-75

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 21	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
Don Adams, Reg Constr Engr, OSHD; Paul Barnhart, Res Engr, OSHD.

DATE OF INSPECTION 3-19-75	INSPECTION MADE BY W. N. Bryant, Area Engineer	PROJECT NO. F-171(14)

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED % 238	WORK COMPLETED % 100

COPY SENT

APR 09 1975

COLUMBIA COUNTY LINE-BURLINGTON SECTION
COLUMBIA RIVER HIGHWAY
Grading and Paving

This project provided for grading and draining four 12-ft. lanes, Washington bituminous pavement with 10-ft. shoulders and 16-ft. median, and other incidental work. All contract work was completed in apparent reasonably close conformance with the approved plans and specifications on February 28, 1975 at a final estimated cost of $3,820,450.32 or approximately 2 percent below the authorized amount of $3,889,450.22.

A total of 954 calendar days were used to complete the work as compared to the 400 calendar days specified. The contractor has previously submitted a request for an extension of contract time (submitted about March 1973) which was reviewed by the State and returned to the contractor for additional detail and justification. To date the contractor has not submitted a revised request for additional time; however, he is expected to in the near future. Some additional contract time will undoubtedly be justified but the exact amount has not yet been determined.

Major significant overruns and underruns will be discussed in the final acceptance report.

Acceptance of the contract work is recommended.

RECEIVED
APR 10 1975
State Highway Engineer

4-10-7

NOTED
H.S.COULTER

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

7578

R

OREGON STATE
HIGHWAY DIVISION

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

CON 5-7578

March 18, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. F-171(14)

SUBJECT Request Contract Acceptance

Contract 7578, Work Completed February 28, 1975

Project Columbia Co. Line-Burlington

Highway Columbia River

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date March 19, 1975

Walach
G. L. Green
Division Engineer

RECEIVED
STATE HWY ENG
MAR 27 '75
REFER TO Coulter
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☑ File ☐

NOTED
H.S. COULTER

RECEIVED
MAR 27 1975
Office of
Assistant State Highway Engineer

3-27-75
cy Keasey
[illegible]

Form 81-734-3123

7578

CON-6-7578

Robert W. Straub
XXXXXXXXXXX

March 18, 1975

Burlington Northern, Inc.
Burlington Northern Building
176 East Fifth Street
St. Paul, Minnesota 55101

Attn.: Mr. K. E. Wyckoff, Director
Public Works Planning

Gentlemen:

Contract 7578

All work under Contract No. 7578, Columbia Co. Line-Burlington Section of the Columbia River Highway in Multnomah County, was completed February 28, 1975.

In accordance with the agreement with your company, complete and final billing for all railroad work on this project is to be submitted on or before June 28, 1975.

Very truly yours,

C. T. Keasey
Construction Engineer

BMW:bb

cc: Burlington Northern, Inc.
1101 N.W. Hoyt St.
Portland, Oregon 97207
Attn.: H. F. Hoy
Regional Mgr. of Engr.

bc: Jess Jones
J. E. Chidsey

7578

FORM E- (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Columbia Co. Line - Burlington

WEEK ENDING: 3-7-75

SECTION PREFIX: 26-1040

HIGHWAY: Columbia River

COUNTY: Multnomah

NAME OF JOB: Columbia Co. Line - Burlington

KIND OF WORK: Grading, Paving, and Signing

CONTRACTOR: S. D. Spencer and Son

CONTRACT NUMBER: 7578

FEDERAL AID PROJECT NUMBER: F-171(14)

DATE OF CONTRACT: June 1, 1971

DATE WORK STARTED: June 25, 1971

ESTIMATED COMPLETION DATE: February 28, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 400

CALENDAR DAYS USED: 954

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 237.5%

Increased PROJECT AUTHORIZATION: 4,440,412.91

EXCLUSIVE OF ENGINEERING: 3,889,450.22

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 3,820,450.32

ESTIMATED PERCENT: UNDERRUN 1.8 %

Increased ENGINEERING AUTHORIZATION: 550,962.69

ENGINEERING COST TO DATE: 553,000.00

PERCENT OF AUTHORIZATION: 100.3%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

DATE PROJECT WAS COMPLETED: February 28, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	waterline	signing
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.12	5.12			5.12
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,200,000cy	133,600cy			107,500 tons
TOTAL QUANTITIES CORRECTED TO DATE	1,224,000cy	144,300cy			103,550 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,224,000cy	144,300cy			103,550 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	2	Overcast	0		
MONDAY	3	Clear	0		
TUESDAY	4	Clear	0		
WEDNESDAY	5	Clear	0		
THURSDAY	6	Clear	0		
FRIDAY	7	Clear	0		
SATURDAY	1	Overcast, Showers	0		

Rawling
Kassey K
Bond
Jackmond
Harwood
Johnson
Walker
Scofield
Glenn
Berg

RECEIVED
MAR 10 1975
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 2	[redacted] No Activity
MONDAY 3	No Activity
TUESDAY 4	No Activity
WEDNESDAY 5	No Activity
THURSDAY 6	No Activity
FRIDAY 7	No Activity
SATURDAY 1	No Activity

REMARKS

[redacted]

On Thursday, March 6th, Al Harwood, and Don Adams went out on the project for inspection.

This is the last weekly for the project.

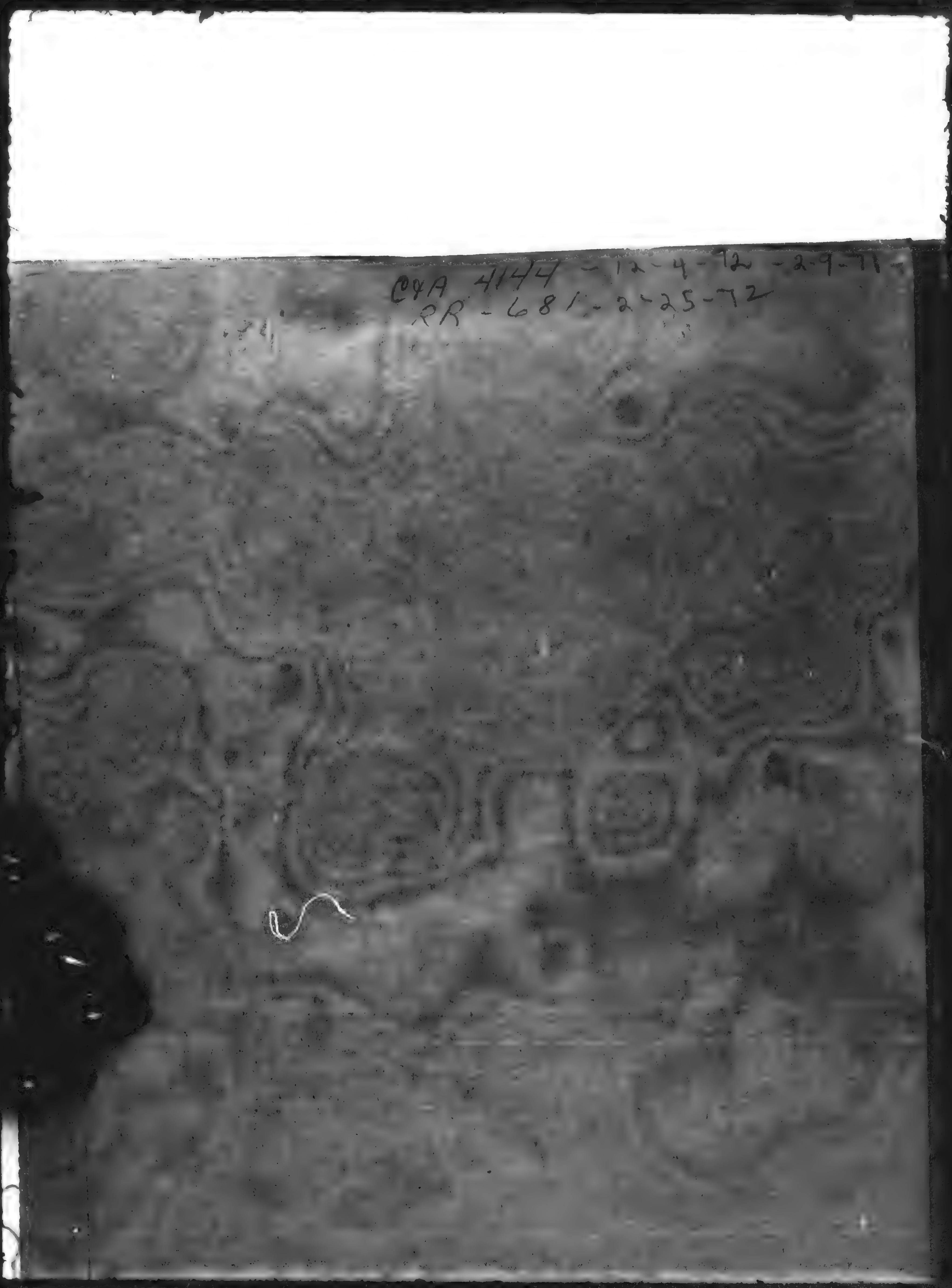
Man Days Spent on Project:
3 Man Days spent by office on Lab Report and misc. paper work.

Paul R. Barnhart

SIGNED Paul R. Barnhart
Resident Engineer

LOCATION Portland

F-171(14) Columbia Co. Line-Burlington 1971
Sec., Col. R. Hwy., NW of Ptld.
#7578 (Grad., pav. & sign.) Folder #1


C&A 4144 - 12-4-72 - 2-9-71
RR - 681 - 2-25-72

7578

K

8

NOTED
H. S. COULTER

Form 81 734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
June 18, 1974

FILE:

FROM: EDWARD L. HARDT
Regional Engineer

TO: C. T. KEASEY
Construction Engineer

SUBJECT: Accident 7-18-73
Russell C. Morgan, Jr.
Columbia County Line-
Burlington Section
Lower Columbia River Highway
Contract 7578

Your letter of May 28th requested a field report on the subject accident claim. In response attached is a report by Robert Heard, Inspector on Paul Barnhart's crew, and an accident report from the Oregon State Patrol.

ELH/cr
Attachments

Send copies to H. S. Coulter
Jack Sollis

RECEIVED
JUN 20 1974
Office of
Assistant State Highway Engineer

FORM L-30 REV 10-61

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

June 6, 1974
Portland, Oregon 97209

SUBJECT: Columbia Co. Line-Burlington
Contract 7578
Traffic Accident

To: Memo to File

RECEIVED
REGION I
JUN 10 1974
RE RME RCE OE TE UE
SO RSM RSC RBI ENV LCC

On July 18, 1973 the contractor was loading muck from the cut at sta. 202-204. At 10:15 P.M. the flagman at the North end of the loading operation had traffic stopped. All signs were in place and the flagman had a light plant shining on him. He also had a flashlight with the red reflector on the end of it.

A 1970 Ford Torino passed several cars and pulled back into line. When he pulled back into line, he struck the first car(that the flagman had stopped) in the rear end. The car that was hit was knocked about 35' from where he had been stopped.

The driver of the stopped vhicle was Richard Morgan. Three passengers were with him. One of the passengers (a young boy approx. 12 years old) was taken to the Good Samaritian Hospital along with the driver of the Ford. The other two passengers of the hit vehicle were taken to the hospital at St. Helens.

Officer Ragsdale, Oregon State Police at St. Helens, was the investigating officer.

Ford Torino------- License No. JHR-894 Aronld Brown

Dodge ------- License No. JG[illegible]-267 Richard Morgan
Scappoose

Robert J Heard
Robert J. Heard
Oregon State Hwy. Div.

[illegible] NO. [illegible]

Police FATAL [illegible] PROP. DAMAGE

DATE OF ACCIDENT: [illegible] 13, 1973
TIME OF ACCIDENT: 20:15 P.M.
[illegible]: 10 05 P.M.
CITY: N/A
COUNTY: Multnomah
SHEET 1 of 1 [illegible]

ON ROUTE (Route number or name): U.S. 30
AT INTERSECTION OF (Route Number or name): N/A
(Intersecting highway or street, landmark, or house no.)
MILE POST: 14.8
6.2 MILES N S E W [illegible] Scappoose, Ore.

IF NOT AT INTERSECTION: .2 MILES N S E W OF N.W. King Road

ACCIDENT INVOLVED
☐ PEDESTRIAN
☒ OTHER MV
☐ RR TRAIN
☐ BICYCLE
☐ ANIMAL
☐ OVERTURNED [illegible]
☐ RAN OFF ROAD
☐ OTHER NON COLLISION
☐ FIXED OBJECT
☐ OTHER OBJECT
[illegible]: N/A

[illegible] (Use only the most serious one in each space for injury)
A - Dead before report made.
A - [illegible], bleeding wound or distorted member, or had to be carried from scene.
B - Other visible injury, as bruises, abrasions, swelling, limping, etc.
C - No visible injury but complaint of pain or momentary unconsciousness.
O - No indication of injury.

UNIT No. 1 - MOTOR VEHICLE

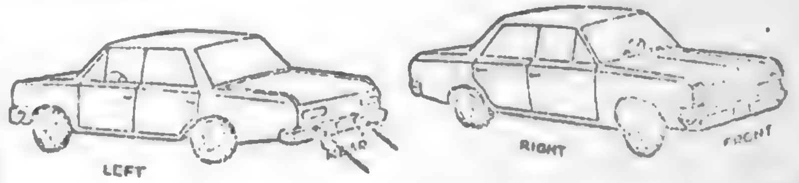
DRIVER'S FULL NAME (last) (first) (middle): MORGAN, RICHARD WAYNE
ADDRESS: Bellcrest Drive - Scappoose, Oregon
OPERATOR LICENSE NO.: 1020401
STATE: Oregon
☒ REGULAR ☐ OTHER
SPECIFY TYPE: N/A
DATE OF BIRTH: 04-22-27
Place an O under SEAT BELT if not installed, X, if installed; XX, if in use.

SEAT BELT	AGE	SEX	INJ.
X	46	M	C

SEAT POS.	OCCUPANTS' NAMES	OCCUPANTS' ADDRESSES	SEAT BELT	AGE	SEX	INJ.
FRONT CENTER						
FRONT RIGHT	MORGAN, RONALD	Rt. 1, Box 655-A - Scappoose, Oregon	X	19	M	C
REAR LEFT	HANSEN, MICHAEL	P.O. Box 456 - Scappoose, Oregon	X	16	M	C
REAR CENTER						
REAR RIGHT	MORGAN, RUSSELL	Bellcrest Drive - Scappoose, Oregon	X	14	M	A

VEHICLE MAKE & MODEL: Dodge Polara
BODY STYLE: Sedan
YEAR: '70
LICENSE PLATE NUMBER: FCO 267
STATE: Oregon
YEAR: '73
OWNER'S NAME AND ADDRESS: Driver
VEHICLE REMOVED BY/TO: LINNTON 66 TOWING-11330 NW St.Helens Rd-Portland, Oregon/to same

DAMAGE SUSTAINED



BD-5

IS VEHICLE DRIVABLE? ☐ YES ☒ NO

UNIT No. 2 - MOTOR VEHICLE, PEDESTRIAN, BICYCLIST, OR OTHER

DRIVER'S (PEDESTRIAN'S, BICYCLIST'S OR OTHER) FULL NAME: BROWN, ARNOLD VANCE
ADDRESS: 5028 S.E. 86th Court - Portland, Oregon
OPERATOR LICENSE NO.: 946597
STATE: Oregon
☒ REGULAR ☐ OTHER
SPECIFY TYPE: N/A
DATE OF BIRTH: 03-17-42
Place an O under SEAT BELT if not installed, X, if installed, XX, if in use.

SEAT BELT	AGE	SEX	INJ.
X	31	M	A

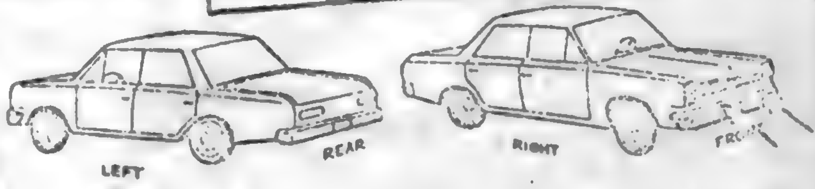
SEAT POS.	OCCUPANTS' NAMES	OCCUPANTS' ADDRESSES	SEAT BELT	AGE	SEX	INJ.
FRONT CENTER	N/A					
FRONT RIGHT						
REAR LEFT						
REAR CENTER						
REAR RIGHT						

RECEIVED
REGION I
JUN 10 1974
RE RME RCE OE TE UE
SO RSM RSC RBI ENV LOC

RECEIVED
JUN 4 1974
PAUL R. BARNHART
Resident Engineer

VEHICLE MAKE & MODEL: Ford Torino
BODY STYLE: Sedan
YEAR: '71
LICENSE PLATE NUMBER: JUR 894
STATE: Oregon
YEAR: '73
OWNER'S NAME AND ADDRESS: Driver
VEHICLE REMOVED BY/TO: LINNTON 66 TOWING, 11330 NW St.Helens Rd, Portland, Oregon/to same.

DAMAGE SUSTAINED



FD-6

IS VEHICLE DRIVABLE? ☐ YES ☒ NO

WEATHER (Check one)
☒ CLEAR
☐ RAINING
☐ SNOWING
☐ FOG
☐ OTHER..........

ROAD COND. (Check one)
☒ DRY
☐ WET
☐ SNOWY
☐ ICY
☐ OTHER..........

LIGHT COND. (Check one)
☐ DAYLIGHT
☐ DAWN OR DUSK
☐ DARKNESS, LIGHTED
☒ DARKNESS, UNLIGHTED
☐ OTHER..........

	UNIT 1	UNIT 2
SKIDMARKS TO IMPACT (ft)	0	unk
DISTANCE TRAVELED AFTER IMPACT (ft)	42	0
STATED SPEED BEFORE IMPACT (MPH)	0	50
DESIGNATED SPEED FOR AREA (MPH)	55	55

FIRST AID GIVEN BY: Ambulance crew
INJURED TAKEN TO: Good Samaritan Hospital/Portland
BY: Scappoose Emergency Car.

WITNESSES
NAME: KINDFATHER, HARVEY EUGENE ADDRESS: 1605 N.W. 139th - Vancouver, Washington
NAME: ADDRESS:

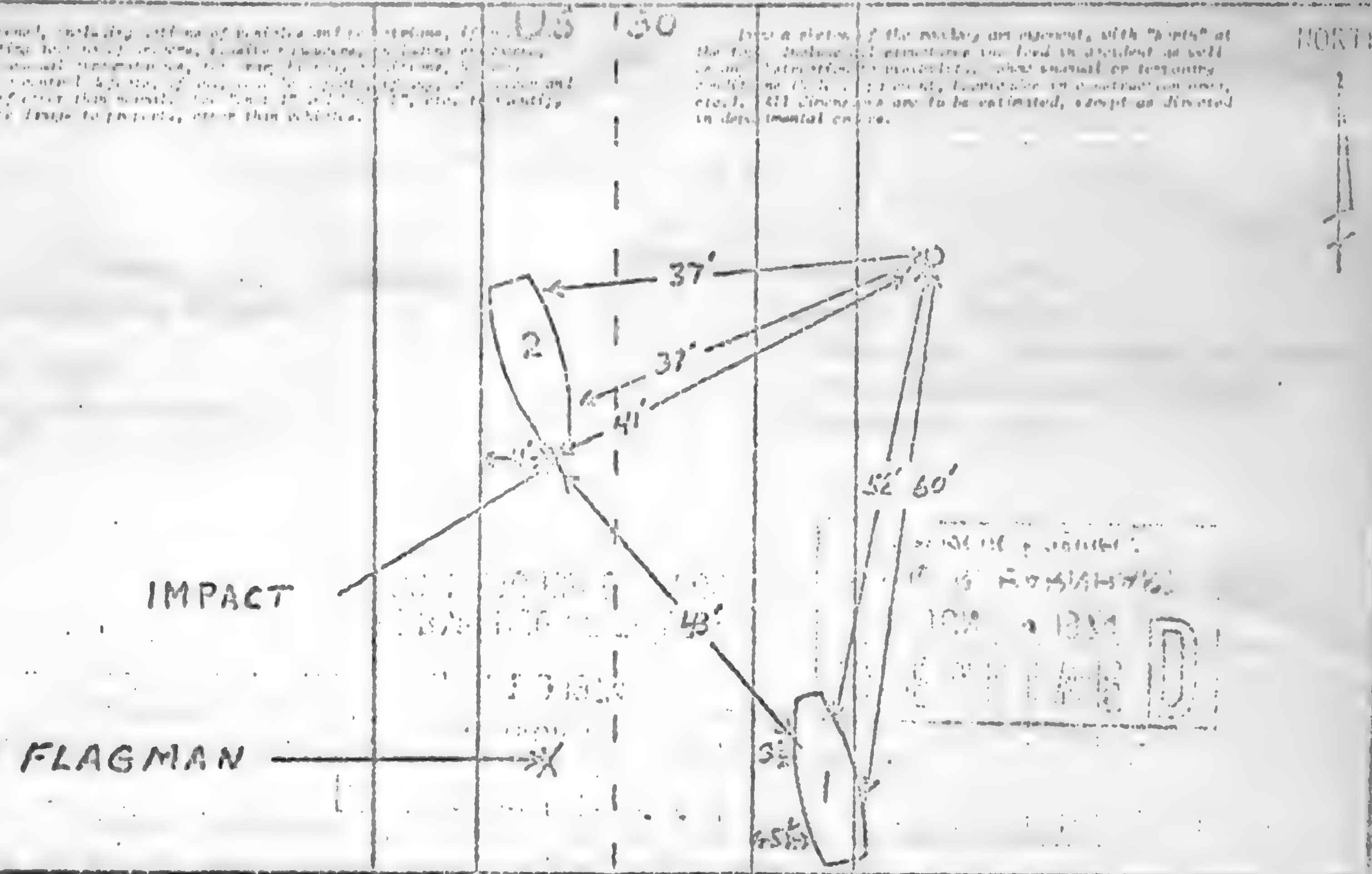
REPORTING OFFICER: 870-15 Theodore M. Ragsdale, Rpt.
Theodore M. Ragsdale

ACTIONS TAKEN (Arrests, etc.): INVESTIGATION TO CONTINUE.

C-6C 11/67

GP*52479-734

DESCRIPTION & DIAGRAM OF ACCIDENT



SUPPLEMENTARY REPORT

This accident occurred on a straight 2-lane highway, which is under construction at thi point. The North and Southbound lanes are divided by a broken yellow line, and are 12' wi The Northbound lane has an 8' paved shoulder which is marked by a white fog line. The Southbound lane also has an 8' paved shoulder, but due to the construction, is obscurred. At the time the accident occurred, the Southbound lane was closed, and one way traffic was controlled by flagmen.

Driver #1 stated in substance, that he was Southbound on Hwy 30 and had come to a complete stop in the Southbound lane upon order of the flagman. He said he was stopped for a short time and was relaxed. Without warning he was struck in the rear of his unit. His unit was shoved forward and into the Northbound lane, and spun 1/2 turn, coming to rest on the Northbound shoulder.

Driver #2 stated in substance that, he was Southbound on Hwy 30 at approximately 50 mph. After this statement, he refused to say anymore until he consulted his lawyer.

Witness #1 stated in substance that, he was flagging traffic when this accident occurre He was stopping the Southbound traffic and was going to let the Northbound traffic proceed. He said he had Unit #1 stopped and there were about 3 other Southbound units a short dista behind him which were slowing down. Then, Unit #2 came around the other vehicles using the Northbound lane. Upon passing the Southbound vehicles which were slowing, he returned to the Southbound lane; he heard him start skidding, then collided with the rear of Unit #1. Unit #1 was pushed forward, missing him by only one or two feet.

This construction area was well marked with signs, "CONSTRUCTION SPEED 45 MPH", "SLOW", "BE PREPARED TO STOP", "FLAGMAN AHEAD". The areas where the equipment was working and the flagman were standing was lighted with portable generators. Writer was unable to determin the distance Unit #2 skidded before impact due to the dirt on the hwy and the amount of traffic which had driven through prior to writer's arrival.

7578

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 28, 1974

FILE:

FROM: C. T. Keasey
Construction Engineer

TO: Ed Hardt
Regional Engineer
PORTLAND

SUBJECT: Accident 7-18-73
Russell C. Morgan, Jr.
Columbia Co. Line-Burlington Section
Lower Columbia River Highway
Contract No. 7578

Attached is a notice of claim resulting from the subject accident, presented through Pozzi, Wilson & Atchison, Attorneys at Law.

Please prepare and submit a complete field report on this accident for use by our legal counsel in responding to the complainant.

CTK:fr

Att.

cc: H. S. Coulter
Jack Sollis

RECEIVED
MAY 29 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

7578

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
~~100 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

DIRECTOR'S FILE
Hwy

211 State Highway Building

May 24, 1974

Pozzi, Wilson & Atchison
Suite 808 Standard Plaza
1100 S.W. Sixth Avenue
Portland, OR 97204

RE: Russell C. Morgan, Jr., a minor
Injuries sustained: 18 July 1973

Gentlemen:

In reply to your recent letter concerning the above matter please be advised that a report on the matter will be forwarded to our insurance carrier, Chubb/Pacific Indemnity Group, Lloyd Building 700 N.E. Multnomah, Portland, OR 97232.

Please direct all further correspondence to our insurance carrier.

Sincerely yours

LEE JOHNSON
Attorney General

ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

bc George H. Baldwin

RECEIVED
MAY 24 1974
OFFICE
DIRECTOR of TRANSPORTATION

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

May 21, 1974

Chubb/Pacific Indemnity Group
500 Lloyd Building
700 N.E. Multnomah
Portland, Oregon 97232

Attention: Claims Department

Re: Russell C. Morgan, Jr.

Gentlemen

Enclosed is a Notice of Claim on behalf of the above-named individual. It is being forwarded to you for your attention under the Tort Claims coverage your company provides for the State of Oregon.

If this office can be of further assistance, please contact me.

Sincerely

John B. Leahy
Chief Trial Counsel

rr
Enclosures

cc: George M. Baldwin
Department of Transportation

Noted
ROBERT E. WHIPPS

RECEIVED
MAY 22 1974
OFFICE
DIRECTOR of TRANSPORTATION

POZZI, WILSON & ATCHISON
ATTORNEYS AT LAW
SUITE 808 STANDARD PLAZA
1100 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204
TELEPHONE 224-2120

FRANK POZZI
DONALD R. WILSON
DONALD ATCHISON
GARRY L. KAHN
DAN O'LEARY
RICHARD P. NOBLE
RAYMOND J. CONBOY
BRIAN L. WELCH
RONALD I. GEVURTZ
KEITH E. TICHENOR
WALTER L. CROW, JR.
ELDEN M. ROSENTHAL

OF COUNSEL
WILLIAM L. DICKSON

PHILIP A. LEVIN
(1928-1967)

NOTED
JACK L. SOLLIS

May 15, 1974

CERTIFIED
RETURN RECEIPT REQUESTED

Mr. George M. Baldwin, Director
Department of Transportation
State of Oregon
129 Highway Building
Salem, OR 97310

Re: Russell C. Morgan, Jr., a minor
Injuries sustained: 18 July 1973

Dear Mr. Baldwin:

This office has been engaged to represent Russell C. Morgan, Jr., a minor, in connection with injuries sustained by him on the 18th day of July, 1973, while riding as a passenger in a vehicle being operated by his father, Richard Wayne Morgan, on US Highway 30 at a point approximately 2/10 of a mile north of NW King Road and in the vicinity of Milepost 14.8. The accident scene is approximately 6.2 miles south of the City of Scappoose, Oregon.

At approximately 10:15 on the evening of that date, the vehicle being operated by Mr.Morgan was brought to a halt because of construction in the vicinity of the highway. While waiting upon the highway at the direction of personnel assigned to control highway in the construction area, the vehicle in which the minor was riding as a passenger, was struck by another vehicle operated by Arnold Vance Brown causing the minor to sustain severe injuries for which he was hospitalized.

Preliminary investigation has established inadequate lighting, warnings, supervision and control of the area in question. On the basis of our investigation to date, it appears appropriate to submit this notice pursuant to the provisions of ORS 30.275 and we do hereby give to the State of Oregon notice of Russell Morgan's injuries.

At the present time, we are unable to state the sum of the claim for the reason that the medical treatment of the minor is continuing and the full nature and extent of his injuries are not yet known.

Pursuant to the provisions of ORS 30.275, a copy of this notice of claim is being forwarded also to Mr. Lee Johnson, the Attorney General of the State of Oregon.

Very truly yours,

Brian L Welch

BRIAN L. WELCH

BLW:bgs

cc: Lee Johnson, Attorney General
State of Oregon
Supreme Court Building
Salem, OR 97310

RECEIVED
MAY 17 1974
OFFICE
DIRECTOR of TRANSPORTATION

7578

8

May 23, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Overrun of Project Authorization
Contract No. 7578

A 16.5 percent overrun of the project authorization is expected
on the Columbia County Line - Burlington grading and paving proj-
ect, Contract No. 7578 on the lower Columbia River highway in
Multnomah County. S. D. Spencer and Son is the contractor.

Over one-third of the overrun is caused by added slide correction
work. Two large cut slopes failed, requiring added work to flat-
ten the slopes or construct rock inlays or buttresses to support
the slopes. The Kaptur Slide affected an area with several
million cubic yards of earth and an electric transmission tower
about 600 feet above the cut. This one landslide was corrected
with a rock buttress at a cost in excess of $100,000. The other
large slide broke out during the summer of 1973 in a rock cut.
The rock mass above the slip seam was removed and used elsewhere
on the project where granular material was required.

This contract was awarded in late spring with anticipated comple-
tion in the fall of 1972. The project is now in its second year
of added time with possible completion late this year. This
added work and time will increase the engineering charges an
estimated $280,000, and flagging costs an estimated $80,000.

I request your approval of an increase of $630,000 to a new
total authorization of $4,440,412.91 for this primary Federal-
aid project. This matter will be on the agenda for your consi-
deration at the May 29 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog

Vince Gallagher
Ed Hardt
Gary Sund
R. E. Whipps
JB:mk cm

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

May 21, 1974

for Warren B. Richards

FROM: J. A. Bond
Construction Administration Engineer

TO: H. S. Coulter, Assistant
State Highway Engineer

SUBJECT: Columbia County Line -
Burlington Section
Contract No. 7578
Project Over-run

Herewith Form E-372 showing an expected 16.5% over-run on this project. This includes a 4% contingency allowance ($56,800) on the remaining work as the project is now 67% completed. The project has been in time liquidated damages since late fall of 1972 and now has an estimated late 1974 completion but this is not assured.

The project authorization included $50,000 for slide removal but several large slide related orders have been necessary and will cost approximately $200,000 more than authorized. Engineering will cost more than twice the original amount authorized.

Rough draft letter to the Transportation Commission is attached.

JAB:mk

Attachment

RECEIVED

MAY 21 1974

Office of
Assistant State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
April 30, 1974

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Scofield S
Glenn
Berg

RECEIVED
MAY 1 1974
CONSTRUCTION SECTION

FILE:

D R Adams

FROM: D. R. Adams
Regional Construction Engineer

TO: Mr. C. T. Keasey
Construction Engineer

SUBJECT: Expected Overrun

Columbia County Line -
Burlington Section
Columbia River Highway
Contract No. 7578

We are resubmitting our Expected Overrun of Project Authorization for the subject job for a total of $630,000 or a 16% increase.

I believe the authorization itself is reasonably clear and needs no further elaboration from this office. This is the revision that you requested of the previous Authorization request sent in December of last year.

If you have any further questions we will be happy to work to clarify them as required.

DRA/b
att
cc: Paul Barnhart

7578

8

AREA CODES - VANCOUVER 206, PORTLAND 503

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
MAY 13 '74
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
A. E. JOHNSON

May ~~11~~ 16, 1974

Mr. Ed Hardt
Regional Engineer
P.O. Box 2157
Oregon State Highway Division
Portland, Oregon 97202

Re: Contract #7578
Burlington to Columbia Co. Line

Dear Sir:

At 11:20 A.M. on May 10, 1974, the OSHD directed me to stop all work on the above captioned project by the enclosed directive.

At the time the directive was issued, there was work in progress consisting of excavation, rock backfilling, placing of 3/4" - 0" in leveling, drainage work and asphalt paving.

Upon my being informed by the Superintendant, Richard Gard, of the shutdown order I rushed to the job arriving at 12:10 P.M. and encountered Paul Barnhart, Resident Engineer and asked him what the problem was. He told me that my people were placing 3/4-0" in leveling on approximately 400' of grade (Sta. 228 to Sta. 232) before he had approved the grid rolled base. My reaction was to question the reasonableness of the decision to shut down five operations on a $3,000,000.00 plus project, one of them asphaltic concrete paving causing severe economic loss to the Contractor when the problem was only consisting of a 400' piece of roadway on one half of a road.

In the past this project has been stopped for hours or days for relatively picayune causes, costing the Contractor considerable time and expense doing remedial work at no pay. The project is one year behind schedule and my loss on the project at this time is in excess of $750,000.00

I feel that the abusive treatment we have had for three years will no longer be tolerated and until this issue and all others at hand, including the $106,000.00 worth of liquidated damages withheld in spite of valid requests for time extensions are solved, the OSHD and the Contractor will remain at a deadlock. The OSHD has consistently withheld 10 to 15% of Engineer's retent from progress payments in addition to the 5% he has withheld legally. All in spite of protests by the Contractor.

Previously we have had meetings with the Regional Engineer, The Regional Construction Engineer, and the Resident Engineer wherein we have hammered out workable solutions on the job, only to go to work and be told by the OSHD field people that the decisions reached at said meetings did not agree with their interpretations of the specifications and that they would

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MAY 17 1974
Office of
Assistant State Highway Engineer

-cont'd-

see note on page 2

not proceed as decided. They further added that they would not be the scapegoats if someone decided they had acted erroneously and that those people in the Regional office were not running the job out here, they were.

During the course of this project to date, you, Mr. Hardt, are the second Regional Engineer. There has been numerous changes of Regional Construction Engineers and there has been three Assistant Resident Engineers, all three who have had different opinions on how the Contractor should do his work.

My decision at this time was to wire the Department of Transportation Commission with whom I have the contract and tell them of the conditions requesting a top level meeting in order to explain my untenable position.

I have done considerable work for the OSHD. I am enclosing a partial list of the names of various Resident Engineers I have worked with.. My relationships have been good and I have been adequately compensated by the OSHD on previous work done. In the past I have been able to solve any problems without going to Salem, therefore this has been a weighty decision on my part. Until such time that I receive an answer from Salem to my wire I don't feel that workable conclusions can be arrived at.

Very truly yours,

George D. Spencer

George D. Spencer, Owner

S.D. SPENCER & SON

GDS/hs

cc: Mr. F.W. Klaboe
Administrator and State Highway Engineer

5-16-74- Ed Hardt advised Region has met with Spencer - He will return to work + does not want meeting with "Salem".

Partial list of OSHD Resident Engineers that I have worked with:

John Walker
Carl Knee
G.A. Barnhart
E.S. Thompson
W.E. Schwartz
Keats Olver
L.M. Stratton
Willard Schofield
J.A. Bond
Ed Hall
Frank Walters

Bobby Johnson
Curt Baker
Vern Shull
F.J. Dunn
R.H. Clark
Roy L. Hinz
Jim Cochell
Roy Pyle
Bill Brown
Charles Elroy
A.W. Bates

Geo. D. Spencer

11:20 AM
May 10, 1974

S. D. Spencer & Son

Attention: Field Supervision

You are hereby instructed to stop all work, except temporary protection and direction of traffic, on the Contract #7578 at 12:00 Noon on this date, May 10, 1974, and until written direction to resume.

This action has become neccesary because of your total disregard of the Engineer's instructions.

Paul [illegible] Barnhart

MGMPTLC PTL
2-063492 E130 05/10/74
ICS IPMRNCZ CSP
5032859232 MGM TDRN PORTLAND OR 100 05-10 0544P EDT
ZIP 97310

western union Mailgram

UNITED STATES POSTAL SERVICE

▶ C W HEAD, FONE ASAP, DUPE
SECRETARY OREGON TRANSPORTATION COMMISSION STATE HWY BLDG
SALEM OR 97310

DEAR SIR OSHD CONTRACT NUMBER 7578, COLUMBIA COUNTY LINE-BURLINGTON, BETWEEN THE OREGON STATE HIGHWAY DIVISION AND THIS CONTRACTOR HAS BEEN STOPPED ON ALL WORK BY DIRECTIVE OF THE OREGON STATE HIGHWAY DIVISION. I RESPECTFULLY REQUEST A TOP LEVEL MEETING WITH THE OREGON STATE HIGHWAY DIVISION TO RESOLVE THE ISSUES AT EARLIEST POSSIBLE TIME

GEORGE D SPENCER OWNER S D SPENCER AND SON

1746 EDT

MGMPTLC PTL

5-13-74
Copies to Klaboe, Johnson, Coulter & Keasey

RECEIVED
STATE HWY ENGR
MAY 13 '74
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
MAY 13 1974
COMMISSION AND STATE SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C W HEAD

.7578

F. B Klaboe
2

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 654-7741, Ext. 262

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

RECEIVED
MAY 24 1974
Office of
Assistant State Highway Engineer

May 16, 1974

RECEIVED
STATE HWY ENGR
MAY 17 '74
REFER TO
FOR
Info | | | D/R | Sign | Act | File

S. D. SPENCER & SON
4614 NE 72nd Avenue
Vancouver, WA 98661

ATTENTION MR. GEORGE SPENCER

Columbia County Line-Burlington Section
Lower Columbia River Highway
Contract No. 7578

NOTED
H.S. COULTER

I have your letter of May 11, 1974 regarding the Columbia County Line-Burlington project. This letter was prompted by the shutdown order issued to you by the State's resident engineer on May 10. Subsequently we met with you and Mr. Barnhart for four hours on May 13 in this office in an attempt to resolve the problem which generated the stop order, as well as to discuss other problems connected with the project.

The stop order was issued because you chose to ignore the instructions of the resident engineer and proceeded with placing of the 3/4"-0" leveling course on the grid-rolled base between stations 228 and 232. The base had not been accepted by the engineer because (1) it had not been shaped to a proper top surface and (2) it was unstable due to heavy rains of the day before. In a continuation of our meeting on the site, ways were discussed to remedy the condition and the stop-work order was lifted effective May 14. I think you can appreciate that we cannot tolerate a situation where the resident engineer's instructions are ignored by the contractor. The contractor has every right to object and protest, if necessary, these instructions, but not to ignore them.

Mr. Barnhart is working on your time extension request, but he is hampered by the fact that you have not provided him with a detailed explanation of your request. It is to your advantage to give him as much "ammunition" as you can to justify your request. As we discussed, I would suggest that you have Mr. Williams work with

Mr. Barnhart on the explanation so that you get as much input into the justification as possible. Incidentally, Mr. Barnhart does not apply an "engineer's retent" to the progress payments. Again, I would suggest that your people work with Mr. Barnhart on the preparation of progress estimates so as to assure yourself that he is including all completed quantities for payment.

This will also acknowledge receipt of your letter of May 14 addressed to Mr. Barnhart. As discussed with you in this office on the 15th, the purpose of your letter was to make the point that you agreed with what you thought Mr. Barnhart had said, that you were "pushing the job too hard".

What the resident engineer meant was that perhaps if you had waited until it stopped raining last week before traveling on the grid-rolled base in question, it would not have started pumping, thereby avoiding the situation that caused the shutdown. In no way was there any intent to cause you to reduce your efforts on the project. You surely realize that our purchase this spring of borrowed granular material was made so that you could get an early start on the project and we certainly would not want you to lessen your efforts at this date. You told me that you were not serious about shutting down until August 1, that you will be working as of May 16.

We all recognize that this has been a most difficult project. We solicit your cooperation in working with our resident engineer to the end that the project is completed as rapidly as possible.

ORIGINAL SIGNED BY EDWARD L. HARDT

EDWARD L. HARDT
Regional Engineer

ELH/cr
cc F. B. Klaboe
C. T. Keasey w/att (2)
Paul Barnhart w/att (2)

7578

8

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EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

May 14, 1974

Mr. Paul R. Barnhart, Res. Engr.
Oregon State Highway Department
1600 N. W. Savier Street
Portland, Oregon 97209

Re: OSHD Contract No. 7578
Columbia Co. Line-Burlington

Dear Sir:

I must agree with the Oregon State Highway Department opinion expressed at our meeting at Regional Headquarters and our further meeting on the Grade, Sta 228 to 232.

I agree that I am pushing the job too hard and starting to early in the season. I will move back in on Thursday, August 1, 1974, with a minimum crew so as not to push the job too hard as was expressed at our meeting.

Although you did not direct me I will fence the area of Sta 228 to 232 so as to miminize the danger of persons or animals falling into the cracks on the grade.

I thank the Oregon State Highway Department for their time and expertise. I remain,

Very truly yours,

George D. Spencer

George D. Spencer
S. D. Spencer & Son

GDS/jl

cc: F. W. Klaboe ✓
Ed Hardt

5/15
cp to
[illegible]
[illegible]
[illegible]

RECEIVED
STATE HWY ENGR
MAY 15 '74
REFER TO
FOR
Info | | | D/R | Sign | Act | File

NOTED
A. E. JOHNSON

NOTED
F. W. KLABOE

7578

9

INTEROFFICE MEMO

STATE OF OREGON

DATE: May 10, 1974

TO: MEMO TO FILE

FROM: C. W. Head C. W. Head
Commission Services

SUBJECT: Contract 7578

I received the following telegram at 3 p.m. today by phone:

> C. W. Head
>
> Dear Sir: Oregon State Highway Division Contract 7578, Columbia County Line-Burlington between the Oregon State Highway Division and contractor has been stopped on all work by directive of the Oregon State Highway Division. I respectfully request a top level meeting with the Oregon State Highway Division to resolve the issues at the earliest possible time.
>
> George D. Spencer
> Owner of S. D. Spencer & Son
> Portland, OR

This message was from a Reno, Nevada, Operator 503-285-9232. The Operator informed me that a confirmation copy would be placed in the mail today.

cc F. B. Klaboe
A. E. Johnson
H. S. Coulter
C. T. Keasey

CWH:fkn

81-125-1387

western union **Mailgram**

MGMPTLC PTL
2-063492 E130 05/10/74
ICS IPMRNCZ CSP
5032859232 MGM TDRN PORTLAND OR 100 05-10 0544P EDT
ZIP 97310

C W HEAD, FONE ASAP, DUPE
SECRETARY OREGON TRANSPORTATION COMMISSION STATE HWY BLDG
SALEM OR 97310

DEAR SIR OSHD CONTRACT NUMBER 7578, COLUMBIA COUNTY LINE-BURLINGTON, BETWEEN THE OREGON STATE HIGHWAY DIVISION AND THIS CONTRACTOR HAS BEEN STOPPED ON ALL WORK BY DIRECTIVE OF THE OREGON STATE HIGHWAY DIVISION. I RESPECTFULLY REQUEST A TOP LEVEL MEETING WITH THE OREGON STATE HIGHWAY DIVISION TO RESOLVE THE ISSUES AT EARLIEST POSSIBLE TIME

GEORGE D SPENCER OWNER S D SPENCER AND SON

1746 EDT

MGMPTLC PTL

✓ 5-13-74 Copies to
Klaboe, Johnson, Coulter
and Keasey
fkn

RECEIVED
MAY 13 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

7578

8

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Columbia County Line - Burlington

Date April 16, 1974

Highway Columbia River

Contract No. 7578

County Multnomah

Kind of Work Grading, Paving and Signing

Contractor S.D. Spencer and Son

	Authorized	Estimated	
Contract Amount	$3,294,183.70	$3,294,183.70	
Anticipated Items	92,850.00	372,850.00	+$280,000.00
Contingency (4½%)	152,416.52	222,416.52	+70,000.00
Engineering	270,962.69	550,962.69	+280,000.00
Credits			
PROJECT COST	$3,810,412.91	$4,440,412.91	

NET INCREASE $630,000.00 16.5%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(A) Flagging	$100,000.00	+$80,000.00
(A) Slide Correction	250,000.00	+200,000.00
(U) Contingencies (see attached Sheet)	222,416.52	+70,000.00
Engineering	550,962.69	+280,000.00

APPROVED BY

OREGON TRANSPORTATION COMMISSION

DATE 5-29-74

Principal reasons for overruns (Continue on reverse side): Flagging: The original authorization was inadequate and a large overrun in contract time has increased the amount of flagging required. We have spent about $78,000.00 at this time.

(over)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Paul R. Barnhart Resident Engineer

Noted by Construction or Bridge Engineer

Confirmed by Division Engineer

Noted by Deputy or State Highway Engineer

SP*13760-734

Principal Reasons for Overruns (Continued)

Slide Correction: Slides at station 150 and stations 100 to 110 have cost about $220,000.00 so far in Price Agreement and Force Account work. We estimate about 30,000.00 for future slide correction work.

Contingencies: The main factor in this overrun is the wet unstabe nature of the material we are working with. This caused the overrun in Drain Pipe and required the use of more granular material requiring us to borrow additional rock.

Engineering: Engineering has overrun due to the overrun in contract time.

Unanticipated Contingencies:

Price Agreements:

PA 1	Waste unsuitable material	$3,500.00
PA 2	Clearing and Grubbing for Water Line	1,635.00
PA 3	Increase Drain Pipe Quantities, Bid Items 10,45,46	20,900.00
PA 5	Special Inlet Grates	663.00
PA 9	Jacking Pipe	6,480.00
PA 10	Rock Borrow Excavation	67,200.00
PA 11	Waste Unsuitable Material, Borrow Rock, Bid Item 7,9	15,150.00

Extra Work Orders:

EWO 4	Excavate Cut Slope	230.49
EWO 5	Relocate Burlington Water Line	16,300.00
EWO 6	Remove Sawdust and Garbage	2,031.00
EWO 7	Grading for Temporary Driveway	670.20
EWO 9	Rock Embankment on Fill Slopes	1,230.00
EWO 12	Temporary Water Line	461.68
EWO 13	Construct Rock Inlay on 1½:1 Slopes	965.00
EWO 14	Rip Rap 10 x 10 Box Culvert	500.00
EWO 15	Furnish and Install Warning Signs	500.00
EWO 16	Repair Storm Damage	10,000.00

State Force Orders:

SFO 2	Repair Old Highway	5,000.00
SFO 3	Adjust Burlington Northern Communication Poles	13,478.00
SFO 6	Furnish Warning Signs	2,281.60
SFO 7	Relocate Water Line	2,430.00
	Total to Date	$169,605.97
	4% of Work Remaining ($1,420,000 from Estimate #32)	56,800.00
	Total	$226,405.97
	Less Original Auth.	152,416.52
		$73,989.45

Additional contingency needed $70,000

7578

s

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 8, 1974
Salem, OR 97310

SUBJECT: Quitclaim Deed
Columbia Co. Line-Burlington Sec.
Columbia River Highway
Multnomah County
Contract No. 7578
R/W File 38935

To: C. W. Head
Manager, Management Services

BUILDING

The State's fully executed deed from Burlington Northern covering the quitclaim of water rights on the Columbia County Line-Burlington Section of Columbia River Highway in Multnomah County has been handed to Velda DeGuire for processing by the Right of Way Section and will be forwarded to you by them for your permanent files. It has an obligation to reimburse Burlington Northern in the amount of $100 as a handling fee for their execution of this document.

After this deed is recorded the recording information should be sent to Burlington Northern for their files.

J. E. Chidsey
Railroad & Utility Engineer

JEC:jrk

cc: H. S. Coulter
J. H. Versteeg w/copy deed & letter
J. B. Boyd w/original deed & copy letter
R. N. Chase w/4 copies deed & letter
V. E. Skoog w/copy deed & letter
J. L. Sollis w/copy deed & letter
E. L. Hart w/copy deed & letter
Paul Barnhart w/copy deed & letter

NOTED
C. W. HEAD

SP*82475-734

7578

s

March 22, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. F-171(14)

SUBJECT Request Change Order Approval

Contract 7578, Price Agreement No. 11

Project Columbia County Line-Burlington

Highway Columbia River

County Multnomah

This agreement covers the cost of excavating granular borrow material for use in backfilling subexcavated areas and building embankments as directed by the Engineer. The use of granular borrow material will allow the contractor to complete the embankment work on this project earlier than would be possible by using roadbed materials due to the excessively wet condition of the roadbed material. The contractor will provide a waste area for the subexcavated material at his expense. All work paid for under this agreement will be at the contract unit bid prices.

A copy of the Engineer's letter of explanation is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer March 6, 1974.

Your approval as of March 6, 1974 is requested.

Attach.

DHW:js

7578

s

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 15, 1974

Burlington Northern Inc.
Industrial Property Management Dept.
820 Central Bldg.
Seattle, WA 98104

Attn: Mr. Fred S. Wagner
Appraisor

Quitclaim Deed
Columbia Co. Line-Burlington Sec.
Columbia River Highway
Multnomah County
Contract No. 7578
R/W File 38935
BN File RE-345 Oregon

Dear Sir:

Your letter of March 17, 1974, regarding the quitclaim deed we requested from you relinquishing certain water rights on the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County has been reviewed and your counter offer of $100 as an administration fee for the execution of such agreement is acceptable to us. Please insert this fee into the quitclaim deed, have it executed and forward the executed deed to my office. Upon receipt of the executed deed we will process the payment to you for the $100.

Yours truly,

J. E. Chidsey, P. E.
Railroad and Utility Engineer

NOTED
R. L. SCHROEDER

JEC:jrk

cc: Burlington Northern Inc.
Portland
St. Paul

bc: R. L. Schroeder
J. L. Sollis
J. B. Boyd

RECEIVED
MAR 15 1974
Office of
Assistant State Highway Engineer

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7578

5

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 1, 1974

Burlington Northern Inc.
820 Central Bldg.
Seattle, WA 98104

Mr. F. S. Wagner

Quitclaim Deed
Columbia Co. Line-Burlington Sec.
Columbia River Highway
Multnomah County
Contract No. 7578
R/W File 38935
BN File RE-345-Oregon

Dear Sir:

In your letter of February 27, 1974 regarding the Quitclaim Deed we requested on the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County, you state that the Railroad Company requires an administration fee of $300 be paid by the Highway Division for the execution of this Quitclaim Deed. I have reviewed this matter with the Right of Way Engineer and it is our feeling that this amount is excessive considering the rights which are being conveyed and the minimal amount of work required on your part. In a matter such as this the Highway Division will execute a quitclaim deed whenever necessary at no cost to the grantee.

It would be appreciated if the payment of this administration fee would be reviewed by your company with the result that it be deleted from your requirements for execution of this deed.

Yours truly,

J. E. Chidsey, P. E.
Railroad and Utility Engineer

NOTED
R. L. SCHROEDER

JEC:jrk

cc: Burlington Northern Inc.
Portland

bc: R. L. Schroeder
J. L. Sollis
J. B. Boyd

RECEIVED
MAR 1 1974
Office of
Assistant State Highway Engineer

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7578

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1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 21, 1974

NOTED
A. E. JOHNSON

Burlington Northern Inc.
1101 N.W. Hoyt Street
Portland, OR 97207

Mr. H. F. Moy

Quitclaim of Easement Rights
Columbia County Line
Burlington Section
Columbia River Highway
Multnomah County
Contract No. 7578
R/W File 38935
BN File A37-1

Dear Sir:

On October 8, 1973 I sent you the original and duplicate of a quitclaim deed relinquishing Burlington Northern's interest in property acquired by the Highway Division from the Boise Cascade Corporation between stations 84+00 and 121+00, on the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County. The quitclaim deed relinquishes rights obtained by Northern Pacific Railroad Company on October 10, 1884, and gave Northern Pacific the right to lay pipes and take water from a stream of water in the SE corner of Sec.36.

I have been requested by our Right of Way unit to ascertain the status of this quitclaim deed so that we may eventually close out this file. Any information you can give me regarding the disposition of this deed will be greatly appreciated. If there is any additional information you require to execute this document, please notify me.

Yours truly,

J. E. Chidsey, P. E.
Railroad and Utility Engineer

NOTED
R. L. SCHROEDER

RECEIVED
FEB 22 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 21 '74
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

JEC:jrk

cc: Burlington Northern Inc.
Seattle
St. Paul

bc: A. E. Johnson J. H. Versteeg Paul Barnhardt
E. S. Hunter J. B. Boyd E. L. Hardt Ruth Keller

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7578

5

November 7, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. F-171(14)

FROM L. H. Young, Office Engineer

SUBJECT Request Change Order Approval

Contract 7578, Price Agreement No. 10

Project Columbia Co. Line-Burlington

Highway Columbia River

County Multnomah

This agreement covers the cost to furnish additional material for use as grid rolled base. Additional material is required to be obtained outside the roadbed of the project due to not enough material being available in roadway cuts. Payments to the contractor under this agreement include a $0.30 royalty payment for material obtained from a private property owner and costs for clearing and cleanup of the borrow areas. Payments under this agreement are in addition to those under Bid Item No. 18 for placement and compaction of this material.

A copy of the Engineer's letter of explanation, cost justification by the chief cost Engineer and of the agreement between the contractor and the private property owner related to removal of material is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer November 2, 1973.

Your approval as of November 2, 1973 is requested.

Attach.

BBMW:lsk

7578

5

November 6, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. F-171(14)

FROM L. H. Young, Office Engineer

SUBJECT Request Change Order Approval

Contract 7578, State Force Order No. 6

Project Columbia Co. Line-Burlington

Highway Columbia River

County Multnomah

This Order covers the cost of furnishing signs to the contractor which are necessary to direct traffic through a temporary 4-lane section. These signs were not included as part of the temporary or permanent signing and cannot be obtained by the contractor in time to do the required signing before the area is opened to traffic. Installation of the signs will be done by the contractor at no additional cost to the project.

Copies of the Engineer's letter of explanation are attached.

The estimated cost of this work is $281.60 with Federal participation in the amount of $168.96. Reimbursement on a unit price basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer, October 31, 1973.

Your approval as of October 31, 1973 is requested.

BMW:bb
Attach.

7578

5

FORM E 30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE August 15, 1973

TO M. D. GLENN
Construction EEO Engineer

C. T. Flink

FROM C. T. FLINK
Regional Office Engineer

Routing
Keasey
Bond
Jackmond
Hardt
Johnson
Walker
RECEIVED
AUG 16 1973
CONSTRUCTION SECTION
Pease
Glenn
Berg

SUBJECT Title VI Report
Contract No. 7578

Attached is a copy of a letter from Resident Engineer Paul Bernhart detailing his efforts to comply with Title VI requirements.

Information from the contractor will be submitted as soon as it is received.

CTF/pw
att

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

Portland Oregon
August 9, 1973

SUBJECT: Title VI Reports
Columbia Co. Line-Burlington
Contract No. 7578

To: L.W. Rulien
Regional Engineer
Milwaukie Oregon

Attention: D.H. Haller, Jr.

In response to your letter of August 3, 1973 Re: the list of three affirmative action requirements, we have submitted to you copies of the letter sent to S.D. Spencer & Son concerning material suppliers and subcontractors. I have discussed with Mr. George Rankins of the Urban League of Portland, the availability of the names of minority contractors in the metropolitan area and Mr. Rankins referred me to a Mr. Jackson of the Albina Contractors Association. I also inquired of Mr. Rankins about minority publications available on a reqular basis. Mr. Rankins knew of only the weekly, Portland Observer. I have to believe the Construction Section is aware of this paper.

Gary Kennen and I went to Mr. Jackson's office and after I explained our problem and needs he told me, politely, to "Go to hell! This whole thing is nothing but a damn hoax.". Mr. Jackson went on to say that he "had been to Salem yesterday (August 8, 1973) and told the same thing to Fred Carter, or Carbo, the top man in the Highway office." He further stated he will not give to anyone the names of any of the contractors or suppliers that belong to the Association.

We left.

That was my "best efforts" to fulfill the requirements in Paragraph II subheading I, of Mr. Glenn's affirmative action instructions.

Terry
Does this put Paul in compliance?
D

Paul R Barnhart
Paul R. Barnhart
Resident Engineer

REGION 1
☐ RE ☐ RME ☒ RCE ☐ OE
AUG 9 1973
☐ TE ☐ UE ☐ DES ☐ SEC

RECEIVED
OCT 17 1973
Office of
Assistant State Highway Engineer

10/16/73
CC: [illegible] L. Green (2)
H.S. Coulter
Gene. Huntley

SP 83475-734

5

FORM E-30-X 12-67

7578

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 20, 1973

SUBJECT: Request for Additional Right of Way for Slide Correction
Columbia Co. Line-Burlington Section
Lower Columbia River Highway
Contract No. 7578

To: J. B. Boyd
Right of Way Engineer

FROM: C. T. Keasey
Construction Engineer

Attached is correspondence and a sketch map showing additional right of way needed on the subject section for control and correction of a slide at Station 104 - 109, involving R/W Files 43631 and 43632.

Please prepare the necessary documents and proceed with this acquisition as early as possible as this contract is already considerably over on time and every attempt should be made to expedite completion.

Permits of entry would be in order to further expedite the contm ctor's work.

CTK:fw
Enc.
cc: H. S. Coulter
D. H. Haller

NOTED
H. S. COULTER

RECEIVED
OCT 15 1974
LEGAL

July 12, 1974

Mr. George E. Auckland
1975 N. W. Everett Street
Portland, OR 97209

Dear Mr. Auckland:

The matter of access to the property described in your June 19 letter is being investigated. When a report is received from our field personnel and the trial attorney, we will be in further contact with you.

I wish we hadn't said that!

Very truly yours,

Access Road has been built JES 10-23-74

NOTED
MARIE STEPHENS

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
Jack Sollis
Paul Barnhart - Please confer with Les Hampton

Les Hampton
Department of Justice

ms cm

RECEIVED
STATE HWY ENGR
OCT 23 '74
REFER TO
FOR

#7578

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: October 1, 1974

In reply refer to: 1041DA

SUBJECT: Oregon Project F-171(14)
Columbia Co. Line - Burlington
State Force Order No. 8

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Keasey's letter of September 13, concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 (FAM 6-4-1-6) for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15 (FAM 6-8-3-1).

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $4,765 with Federal participation of $2,859.

G. L. Green

RECEIVED
HWY ENGR
4 '74
REFER TO
Coulter
FOR
Info Ans R/O DIR Sign Act File

Enclosure
State Force Order No. 8

cc:
Region (10-00.05) (2 cys)
w/2 cys OSHD Ltr. &
1 cy SFO

RECEIVED
OCT 7 1974
Office of
Assistant State Highway Engineer

10-7-74
orig to Gallagher
cy Keasey

NOTED
H.S. COULTER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

...ject agreement if add... re

G. K. Hossiner
for ... Vallach
... Engineer ✓
DATE 10-1-74
FEDERAL HIGHWAY ADMINISTRATION

Order No. 8 ✓

Project Name Col. Co. Line - Burlington ✓ Date August 29, 1974

Highway Columbia River Contract No. 7578 ✓ F. A. Project No. F-171(14)

County Multnomah Prefix 26-1040 ✓ Account No. 278-8 ✓

Description of Work To Be Done: To cover the cost incurred for permanent stripping. This work to be done with STATE FORCES.

Approval Recommended as of 9-4-74
TB

Location by Station Numbers: Throughout Project

Estimate of Quantities and Costs: $ 4,900.00 Project Authorization

Code 2	4" beaded skip line	10.17 miles x 45.20 =	$ 459.68
Code 3	Grinding/sandblasting	~~29.97~~ 8 hrs. x 25.25 =	202.00
Code 4	4" beaded solid line	~~90.21~~ miles x 90.21 =	2,703.59
Code 8	Pavement Legend 3 man crew	32 hrs. x 43.76 =	1,400.32
		Total	$ ~~4,765.27~~ 4765.59

Explanation: This work is to be done as per the Uniform Traffic Control Devices, (Oregon Supplement, March 74). This work is an anticipated item.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,440,412.91 ✓	
Present estimate of project cost, including $ ~~4,900.00~~ 4765.59 for work under this order	$4,440,412.91 ✓	
Expected under-run over-run (amount)	$ 0.00	
Expected under-run over-run (per cent)	0%	

Submitted by: ✓ Resident Engineer

Approval Recommended: ✓ Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: ✓ ~~Deputy State Highway~~ Engineer, ~~Assistant State Highway Engineer, or Office~~ Engineer.
Construction

c.c.: Materials, Zitzewitz
Shops, Gene Curry

State Printing A

7578

September 13, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. F-171(14)

FROM C. T. Kessay
Construction Engineer

SUBJECT Request Change Order Approval

Contract 7578, State Force Order No. 8

Project Columbia County Line - Burlington

Highway Columbia River

County Multnomah

The change order provides for permanent stripping to be performed by State Forces. Funds were retained in program status in the PS and E approved by your office June 9, 1971.

The estimated cost of the work is $4,765 with Federal participation $2,859.

Your Area Engineer recommended approval of the work September 4, 1974.

Your approval as 66 September 4, 1974 is requested.

Attach.

7578

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OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date August 1, 1974

Project Name Columbia Co. Line - Burlington

Contract No. 7578

Highway Columbia River

Prefix 26-1040

County Multnomah

F. A. Project No. F-171(14)

Contractor S.D. Spencer and Son

Order No. 19

Address 4614 N.E. 72nd Ave., Vancouver, Washington, 98861

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Adjust tops of three (3) Concrete Inlets.

Location by station numbers:

Sta. 250-255.

Estimate of quantities and cost:

Materials	$150.00
Labor	$200.00
Total	$350.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Due to an engineering error, the grate grade of the inlets was too low.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,440,412.91
Present estimate of project cost, including $350.00 for work under this order	$4,440,412.91
Expected under-run over-run amount	$00.0
Expected under-run over-run per cent	0%

Space to right of this line is for use of Salem Office

Submitted by: Paul R. Barnhart, Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

Const. Hilson

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#7578

395-K

July 12, 1974

Mr. George E. Auckland
1975 N. W. Everett Street
Portland, OR 97209

Dear Mr. Auckland:

The matter of access to the property described in your June 19 letter is being investigated. When a report is received from our field personnel and the trial attorney, we will be in further contact with you.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
Jack Sollis
Paul Barnhart - Please confer with Les Hampton

Les Hampton
Department of Justice

ms cm

11/27 - Sollis says access has been built -
Close file
-ms

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

July 9, 1974

RECEIVED
STATE HWY ENGR
[illegible] 10 '74
REFER TO
FOR

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State Highway Building
Salem, Oregon 97310

395-K

Re: State v. Auckland L-5943 R 42878
Complaint of Mr. George E. Auckland
Dated June 19, 1974

Dear Mr. Klaboe

In reviewing the file I find that the statement attached to Mr. Auckland's letter is a copy of the trial report submitted by Les Hampton, and it would appear that the State does have an obligation to construct an approach from the service road to the defendant's small remainder on the westerly side of the railroad right-of-way. I am not sure if this is the one that is in dispute or not.

I would suggest that Mr. Barnhart confer directly with Mr. Hampton on this to determine if the access that is to be constructed is the one that was spelled out in Mr. Hampton's trial report.

In the meantime, I would suggest a short letter to Mr. Auckland advising him that the matter is being investigated and as soon as a report is received from the engineer and the trial attorney he will be advised.

One additional item I might mention is the fact that Mr. Barnhart may be going by the terms in the judgment and it is very possible that this particular obligation was not spelled out in the judgment, but is included in the trial report. This is the main reason why I think Mr. Barnhart and Mr. Hampton should confer in this matter before a final decision is made.

Sincerely

Jack L. Sollis
Assistant Attorney General

ph
cc/enc: Leslie B. Hampton

George E. Auckland
1975 N.W. Everett St.
Portland, Oregon 97209

June 19, 1974

Dear Sir:

This concerns an access road to the remainder of a piece of land taken by the State Hi-way department in 1968, the Northwest quarter of the Northeast quarter of Section 36, T3N, R3W Wm, Multnomah County Oregon, Tax Lot #1.

In the trial pursuant to the taking of a section of this land by the State Highway Department it was decreed by Judge Jones that an access road was to be built by the State Highway Department connecting a remaining piece of land lying East of the Highway with a frontage road also to be built by the State Highway. This was our understanding and the understanding of Mr. Leslie B. Hampton, the attorney for the Highway Department. As proof of this general understanding I am enclosing a copy of/Mr. Hampton's summary of the settlement as agreed upon.

I have spoken to Mr. Barnhart, resident engineer of this project (U.S. 30), and he contends that responsibility for building the access is not specicifically stated in the decision of the Court, case #344-636, Multnomah County. I am in very great need of this access road at present and believe the preponderance of evidence indicates that it is the State's resppnsibility to build it.

I respectfully request that you give this matter your consideration at your earliest convenience.

Yours Trully,

George E. Auckland

George E. Auckland

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FOR
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JUN [illegible] 1974
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JUN 21 1974
OFFICE
DIRECTOR of TRANSPORTATION

230= Room -ley
680 Access

State vs. Auckland L-5943

REMARKS:

The State is to construct the service road which will extend from the new highway location to the defendants' rail crossing, all located within the new right of way. The road is to be constructed in accordance with the plan prepared by the engineers and entered in evidence. It is to have a 16-foot paved surface. The State is to construct an approach from the service road to the defendants small remainder on the westerly side of the railroad right of way.

During trial preparations Mr. Rodwick at my request reconsidered his appraisal as to whether or not the defendants' property to the east of the railroad right of way was damaged by the taking. He eliminated that damage in his testimony. During trial preparation Mr. Ambrose discovered that his value placed on the house did not include all work done up to the date of the filing of the complaint. He adjusted upward $2,000 to cover the items. He was the lowest of the three state's witnesses for the building improvements.

At the trial one basic issue was the value of the very fine home on the subject property. The owner claimed a building cost of approximately $50,000. Our highest testimony of value was $45,000. It is probable that the jury allowed the owner his claimed cost.

The highest and best use of the property and whether or not a zone change could be obtained to authorize such useages were the principle issues. Defendants contended that the highest and best use was a trailer park to the west of the railroad right of way and a moorage on the easterly side of the right of way. Our testimony was that a zone change could not be obtained for trailer park useages and such a use was not feasible. We concurred that it was probable that a zone change could be obtained for a moorage if a moorage was economically feasible. The defendants received a permit from the State of Oregon Department of Environment Quality to construct a "lagoon type" sewage system and treatment plant to serve a complex of 70 house boats and trailers and a small coffeeshop. We explained to the jury that the State agency had no authority over zoning, and that the permit was applied for after knowledge of the highway taking and was thus self serving. However, I believe that the issuance of this permit created doubt in the jury's mind as to the highest and best use.

and a

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RECEIVED
DEC 14 1972
UTILITY UNIT
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

7578

December 8, 1972

Burlington Northern Inc.
820 Central Building
Seattle, WA 98104

ATTENTION: Mr. Fred S. Wagner
Industrial and Real Estate
Development Department

RE: Easement for Highway
Columbia County Line-
Burlington Section
Columbia River Highway
Multnomah County
R/W File: 45364
Your File: A 37-1

Gentlemen:

As a result of our meeting on October 5, 1972, we have revised the descriptions and encroachment map for the above-captioned section, as agreed.

You will find attached two copies of our description, which has been typed on Real Estate Option forms, dated October 17, 1972, and one copy of our encroachment map Drawing No. 9B-7-19, revised October, 1972, depicting all the changes agreed upon.

The easement you submitted with your letter dated August 28, 1972, was returned to you during your visit on October 5, 1972. Please revise that document incorporating the changes reflected in the enclosed material and resubmit to us for execution by the Highway Commission. Please note that your document must include the description of the property relinquished by the railroad to the State, as shown on Page 5 of your original document. This description, as written, is acceptable and correct.

By a copy of this letter, I am sending to your Portland office, three unreduced copies of Drawing No. 9B-7-19 and one reduced, reproducible print of Drawing 9B-7-19. I am also sending three copies of the description for R/W File 45364. This should facilitate your preparation of the revised easement.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

bc: ~~A.~~ E. Johnson
F. L. Hall
L. I. Lindas
L. W. Rulien
P. R. Barnhart
R. H. Rumbolz

TWL:jly
Enc.

cc: H. F. Moy, BNI - Portland

RECEIVED
DEC 12 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

UTILITY UNIT
OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

RECEIVED
STATE HWY ENGR
DEC 5 '72
REFER TO
FOR
Info | ves | R/D | D/R | Sten | Act | File

December 4, 1972

MISC. CONTRACTS and
AGREEMENTS No. 4144

Bonneville Power Administration
P.O. Box 3621
Portland, OR 97208

ATTENTION: Mr. Thomas Kornelis
Chief, Branch of Land

RE: Supplement to Trust Agreement
Columbia County Line-Burlington
Section
Columbia River Highway
Multnomah County
Contract No. 7578
Project No. F-171(13)

Gentlemen:

Your estimate and sketch for the additional adjustment of your transmission line facilities on this project, as submitted in your letter of November 19, 1972, have been approved by the State and Federal Highway Administration. This will confirm our verbal authorization to proceed with the work as of November 10, 1972.

A copy of your letter of November 9, 1972, has been countersigned by Mr. A. E. Johnson, Assistant State Highway Engineer, and is returned for inclusion in your files as a supplement to the Trust Agreement entered into between the State and Bonneville Power Administration, dated January 26, 1971.

By a copy of this letter, our Accounting Section is instructed to prepare and forward a check in the amount of $5,650 as additional advance deposit to cover the cost of adjusting your facilities as authorized hereabove.

The beginning and completion dates and accounting for this additional work should be separated from the cost incurred under the basic Trust Agreement.

If further information or assistance is required, please contact Mr. R. H. Rumbolz or this office.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer
by Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

bc: G. L. Green
~~P.~~ B. Klaboe
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog "
L. W. Rulien "
P. R. Barnhart "
R. H. Rumbolz "

JMC:jly

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-171(13)

STATE PROJECT NO. COLUMBIA COUNTY LINE - BURLINGTON SECTION

COUNTY NAME MULTNOMAH

PROGRAM NO.

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

ITEM NO. P-492

TO:

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE NOVEMBER 10, 1972

FEDERAL ROUTE NUMBER FEDERAL AID PRIMARY ROUTE #1

STATE ROUTE NUMBER COLUMBIA RIVER HIGHWAY ROUTE 2-W

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK: OUR 2-4-71 AUTHORIZATION LETTER AUTHORIZED YOU TO PROCEED WITH THE ADJUSTMENTS IN BONNEVILLE POWER ADM. POWER LINES ON THE ABOVE PROJECT. AS REQUESTED IN MR. CARTWRIGHT'S 11-14-72 LETTER YOU ARE AUTHORIZED TO PROCEED WITH THE ADDITIONAL ADJUSTMENTS ON AN ACTUAL COST BASIS ESTIMATED AT $5,650.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* ADDITIONAL UTILITY ADJUSTMENT.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 40-4.1 DATED 10-1-69.

WE APPROVE THE ADDITION OF THE ABOVE WORK TO THE JANUARY 26, 1971 TRUST AGREEMENT WITH THE BONNEVILLE POWER ADMINISTRATION AS DESCRIBED IN MR. CARTWRIGHT'S NOVEMBER 14, 1972 LETTER.

RECEIVED
DEC 1 1972
UTILITY UNIT

I

DATE 11-30-72

SIGNATURE OF APPROVING OFFICIAL CRBurghardt for

TITLE DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

C5

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-30-72

FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. F-171(13)
	ITEM NO. P-492	STATE PROJECT NO. COLUMBIA COUNTY LINE - BURLINGTON SECTION
		COUNTY NAME MULTNOMAH
		PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

7578

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	NOVEMBER 10, 1972	FEDERAL AID PRIMARY ROUTE #1 STATE ROUTE NUMBER COLUMBIA RIVER HIGHWAY ROUTE 2-W

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK: OUR 2-4-71 AUTHORIZATION LETTER AUTHORIZED YOU TO PROCEED WITH THE ADJUSTMENTS IN BONNEVILLE POWER ADM. POWER LINES ON THE ABOVE PROJECT. AS REQUESTED IN MR. CARTWRIGHT'S 11-14-72 LETTER YOU ARE AUTHORIZED TO PROCEED WITH THE ADDITIONAL ADJUSTMENTS ON AN ACTUAL COST BASIS ESTIMATED AT $5,650.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) ADDITIONAL UTILITY ADJUSTMENT.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED AOBVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 40-4.1 DATED 10-1-69.

WE APPROVE THE ADDITION OF THE ABOVE WORK TO THE JANUARY 26, 1971 TRUST AGREEMENT WITH THE BONNEVILLE POWER ADMINISTRATION AS DESCRIBED IN MR. CARTWRIGHT'S NOVEMBER 14, 1972 LETTER.

RECEIVED
STATE HWY ENGR
DEC 1 '72
REFER TO
Info

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-30-72	CRBurghardt fa	DIVISION ENGINEER

12-1-72 Young

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

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NOV 14 '72
REFER TO

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 14, 1972
Salem, OR 97310

SUBJECT: Transmission Line Adjustment
Bonneville Power Administration
Columbia County Line-Burlington Sec.
Columbia River Highway
Multnomah County
Project No. F-171(13)

To: G. L. Green
Division Engineer
Federal Highway Administration

Attached hereto are two copies of an estimate and sketch prepared by Bonneville Power Administration for the adjustment of two "H" pole structures on the subject project. The adjustment is required to clear a slide condition presently threatening the two structures at their present location.

A certification prepared by Jack M. Cartwright as to BPA's rights in the land occupied by their facilities was forwarded with our letter of November 11, 1971.

An appropriate "Crossing" Agreement between the State and the Bonneville Power Administration will be prepared to perpetuate BPA's prior rights in the land falling within the State Highway right-of-way.

The proposed relocation does not result in the betterment to BPA's transmission line. A credit for extended service life, as required by Paragraph 9-b of PPM 30-4, has not been allowed in BPA's estimate. The total length of adjusted facilities will acceed one mile in length. BPA earlier advised that they did not allow extended service life credit on relocations to accommodate the reconstruction of highways by the State.

It is the State's intent to add the additional adjustment costs to the existing Trust Agreement approved by your memorandums of February 4, 1971, and May 7, 1971.

Your approval of the actual cost estimate for this emergency adjustment, as an addition to the existing Trust Agreement, and confirmation of your advanced authorization to proceed with the work as of November 10, 1972, under the provisions of PPM 30-4 and 30-4.1 is requested.

T. W. Litchfield
Railroad and Utility Engineer

by Jack m Cartwright

Jack M. Cartwright
Utilities Office Engineer

Att.
JMC:jly
cc: F. B. Klaboe
K. N. Chase w/att.
V. L. Gallagher w/att.

RECEIVED
NOV 1 1972
FOR FILING

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ENVIRONMENTAL EROSION CONTROL
Division Of Toro Sales Company
906 Fourth Street N. W.
Puyallup, Washington 98371

RECEIVED
STATE HWY ENGR
OCT 31 '72
REFER TO
FOR
Info | Rwes | R/D | D/R | Sign | Act | File

11-1-72
al

October 30, 1972

NOTED
A. E. JOHNSON

S.D. Spencer & Sons
4614 N.E. 72nd Ave.
Vancouver, Wash. 98661

Gentlemen:

Attached is the seed certification for project OSHD 7578 Columbia County Line-Burlington Section.

cy Construction
11-1-72

Very truly yours,

James H. Little
Purchasing Agent

cc: S-130
cc: State of Oregon
Highway Division
Highway Bldg.
Salem, Oregon 97310
Attn: R.L. Porter

Encl.

JHL:mln

RECEIVED
OCT 31 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED OCT 2 6 1972

Multno

Area Code 503—926-8882

GREAT WESTERN SEED COMPANY

SUBSIDIARY: LOFTS PEDIGREED SEED COMPANY BOUND BROOK, NEW JERSEY
NINTH and JACKSON ST. • P.O. BOX 387 • ALBANY, OREGON 97321

PROCESSORS PACKAGERS AND SHIPPERS OF WESTERN GROWN FIELD SEEDS

LARRY D. McKENNON, General Manager
C. M. BROWNELL, Assistant General Manager

October 25, 1972

Mr. James H. Little
Environmental Erosion Control
Div. of Toro Sales
Puyallup, Washington

Dear Mr. Little:

Per your request we are forwarding the following information to varify that those seeds used in special mixture, lot EEC-S130, to cover your purchase order #34779, is of the quality specified in your request for bid.

Red Creeping Fescue
Lot #5-2, purity 98.20%, crop 0.00%, Inert 1.80%, weeds 0.00%, Germination 93%, test #72-176, dated 9/5/72, Canada Dept. of Agriculture.

Lot L100-2-RF1, Purity 98.08%, crop 0.10% inert 1.30%, weed 0.52%, Germination 81%, test T6545, dated 8/17/72, Townsend Seed Testing.

Chewings Fescue

Lot L94-2-CF15, Purity 99.05%, crop 0.00%, inert 0.95%, weed 0.00%, Germination 88%, test #M20, dated 8/23/72, Mar-Co Seed Testing.

Lot L94-1-CF5, Purity 94.99%, crop 0.26%, inert 4.69%, weed 0.06%, Germination 88%, test #8838, dated 3/14/72, Halsey Seed Testing Lab.

Perennial Ryegrass
Lot L49-2-OE, Purity 98.99%, crop 0.00%, inert 1.01%, weed 0.00%, Germination 95%, test #57533, dated 8/24/72, Oregon State Seed Lab.

White Clover
Lot #7677, Purity 99.04%, crop 0.50%, inert 0.37%, Weed 0.01%, Germination 96% total, dated May 1972.

Copies of tests covering the above information on file at our office in Albany, Oregon.

Very truly yours,
W.H. Young

WHY/vm

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OREGON STATE HIGHWAY DIVISION

7578

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 25, 1972

TO G. L. Green, Acting Division Engineer
~~Simpson, Division Engineer~~
Federal Highway Administration

FROM ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

Federal-aid Project
No. F-171(14)

SUBJECT Request Change Order Approval

Contract 7578 Price Agreement No. 6
Project Columbia Co. Line-Burlington
Highway Columbia River
County Multnomah

The contract plans call for the extension of an existing 48-inch culvert and construction of a concrete manhole at the location of the Rainbow Lake earth-fill dam. Investigation of the site has indicated that the stability of the existing spillway and headwall is doubtful and damage may occur if the proposed culvert installation is made. The contractor has proposed to make modifications to an existing R.C.B.C. to carry the overflow thus reducing the amount of excavation in the area.

Copies of the Engineer's letter of explanation with cost justification by the Chief Cost Engineer are attached. Work on this modification started September 21, 1972.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer October 10, 1972.

Your approval as of September 21, 1972 is requested.

Attach.

BMW:dg

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September 11, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

591

Dear Sir:

In accordance with your July 27 request, the complaint of Mr. D. H. Reames concerning underpayment of wages on the Columbia County Line-Burlington Section of the Columbia River Highway, Contract No. 7578, Oregon F-171(14), has been investigated by our field personnel.

The contractor has now made restitution to Mr. Reames for the difference between the amount originally paid and the Journeyman rate for an Oiler.

A copy of the certified payroll showing this action is attached for your information.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

Attachment

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
L. W. Rulien

EAP:fr ja

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6, 1972

SUBJECT: Assignment No. 591 AEJ
Labor Complaint

To: A. E. Johnson
Asst. State Highway Engineer
135 State Highway Building
Center & Capitol Streets,
Salem, OR 97310

The complaint of D. H. Reames regarding underpayment of wages by S. D. Spencer and Sons on the Columbia County Line-Burlington Contract No. 7578 has been investigated by the Region and Resident Engineers.

Mr. Reames was sent out as an oiler by the union in response to the contractor's request for a trainee, but Reames was not advised of his trainee status. The contractor was contacted and has made restitution to Reames for the difference between the amount originally paid him and the Journeyman rate for an Oiler.

A rough draft of reply to the FHWA together with a copy of the certified payroll is attached.

C. T. Keasey
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:fr

Attachments

RECEIVED
SEP 7 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

SP*82475-734

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: August 31, 1972

To: Mr. C. T. Keasey
Construction Engineer
Att: Ed Pease

FROM: Allen Harwood
A. C. Harwood
Regional Construction Engineer

Routing
Keasey RECEIVED Pease
Bond SEP 1 1972 Glenn
Walker Litchfield
Johnsen CONSTRUCTION SECTION Berg

SUBJECT: Columbia County Line-Burlington Section
Columbia River Highway
Contract No. 7578

Enclosed find copy of certified payroll covering an additional payment made to Donald Reams. Reams is a trainee and was paid at a rate below minimum Journeyman rate. Since there is no apprenticeship program for operating engineers, the oiler classification is used as a trainee position. The supplemental payment to Reams brings his pay to the oiler rate for hours he has been on the job.

I trust this report answers the request from Federal Highway Administration initiated in reply to a complaint from Reams.

ACH/bd
enc
cc: Paul Barnhart

RECEIVED
SEP 7 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 27, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer Malach
for Salem, Oregon

SUBJECT: Labor Compliance Complaint - Mr. D. H. Reames
Oregon F-171(14)
Contract 7578, S. D. Spencer & Sons
Columbia County Line-Burlington Section

Our Regional labor compliance officer received a complaint from Mr. D. H. Reames claiming underpayment of wages on this project. The attached form signed by Mr. Reames identifies the nature of the underpayment.

It is recommended that the contractor be required to pay Mr. Reames the journeyman rate for an oiler as required by the contract provisions. The basis for this recommendation is that Mr. Reames had not been informed by the contractor that he was a trainee or that he was to receive trainee wage rates.

The contractor should be informed that the underpayment of wages was disclosed as a result of a routine project labor compliance review. Mr. Reames complaint should be kept confidential. ←

Please advise of the resolution of this matter.

Enclosure

RECEIVED
AUG 1 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Routing
Keasey
Bond
Walker
Johnson
Pease
Glenn
Litchfield
Berg

RECEIVED
AUG 1 1972
CONSTRUCTION
SECTION

NOTED
TOM EDWARDS

RECEIVED
JUL 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

July 14, 72

To: U. S. Department of Transportation
Federal Highway Administration
Region 8

Attn: F. G. Kelley
Regional Labor Compliance Officer
Portland, Oregon

Re: Labor Compliance; S. D. Spencer Project Burlington Section US 30 Hwy.

The following are answers to questions posed in FH8-503 FL

1. Donald Hiram Reams SS # 544-54-1191

2. S. D. Spencer Burlington, Oregon

3. June 27, 1972 through present.

4. Spread or equipment oiler. Rate of pay is group 4 or $6.50 per hr.

5. Lubricate, service and fuel all equipment. Change filters and air cleaners.

6. No.

7. All hours. Being paid at incorrect rate of $3.90 per hour.

8. Check stubs. copy of one attached.

9. 4:30 p.m. 1/2 hour for lunch.

10. No, not yet, no one at job since last payday.

11. No.

12. I was dispatched as an oiler. The minimum scale for oilers is Group 1 of the Operating Engineers Labor Agreement @ $6.10 per hour. No classification exists for a scale of $3.90 per hour, nor is there any agreement for any type of trainee classification other than that contained in the labor agreement under helper classification.

Donald Hiram Reams
Donald Hiram Reams
2732 SE 153RD
Portland, OR 97236
Phone 7618422

My commission expires Nov. 17, 1972

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Region 10

FH10-503 FL
(2- 71)

IN REPLY REFER TO

Dear Sir:

This office is responsible for assuring that employees of contractors engaged in Federal highway construction are paid in accordance with the contract for all hours worked. The purpose of this letter is to ascertain whether you are receiving proper pay for your work classification and all hours worked.

This inquiry is being sent to you rather than conducted on the project site so as to insure your anonymity. Information received regarding this matter is considered confidential and your identity will not be disclosed to the employer without your written permission.

We would appreciate you answering to the best of your knowledge the following questions: (You may either answer on this letter or on a separate piece of paper referencing your answers to the number of the question answered.)

1. Your full name and social security number.
2. Name of prime contractor or subcontractor you work for, and location of the project.
3. Dates you worked on the project.
4. Your job classification and rate of pay.
5. Your duties, and tools used.
6. Were you properly paid for all the hours of straight time and overtime you worked?
7. If not, how many hours were you underpaid and on what dates?
8. What records or other evidence do you have to substantiate a claim of underpayment?
9. What was your usual starting time each day, and how much time were you allowed to take for lunch?

(over)

10. Did you ever complain about being underpaid; if so, to whom was the complaint made and what action was taken regarding your complaint?

11. Were you ever told to answer questions from a government representative regarding your work in any manner not consistent with the facts? If your answer is yes, who so instructed you?

12. Do you have anything further to add?

When you have completed answering the questions, please date and sign your reply and return it in the enclosed, self-addressed envelope.

If we do not receive a reply from you within 30 days from the date of this letter, we will consider that you are satisfied that the wages paid to you are correct. Thank you for your cooperation.

Very truly yours,

Project Engineer

RECEIVED
AUG 2 - 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7578

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 1, 1972

Federal-aid Project
No. F-171(14)

TO
Glen L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
R. D. ASBURRY
by
L. H. Young
Programing Engineer

SUBJECT Request: Change Order Approval

Contract 7578 Extra Work Order No. 1 supplemental

Project Columbia Co. Line-Burlington

Highway Columbia River

County Multnomah

Flagging for protection of traffic was approved by the Federal Highway Administration as an anticipated item of work at concurrence of award of the contract. Due to delays in completion of the project additional flagging will be required.

This additional flagging was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer.

Your approval of the additional flagging costs is requested.

Attachments

BMW:dgk

RECEIVED
AUG 1 1972
FOR FILING

7578

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 27, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Labor Compliance Complaint - Mr. D. H. Reames
Oregon F-171(14)
Contract 7578, S. D. Spencer & Sons
Columbia County Line-Burlington Section

Our Regional labor compliance officer received a complaint from Mr. D. H. Reames claiming underpayment of wages on this project. The attached form signed by Mr. Reames identifies the nature of the underpayment.

It is recommended that the contractor be required to pay Mr. Reames the journeyman rate for an oiler as required by the contract provisions. The basis for this recommendation is that Mr. Reames had not been informed by the contractor that he was a trainee or that he was to receive trainee wage rates.

The contractor should be informed that the underpayment of wages was disclosed as a result of a routine project labor compliance review. Mr. Reames complaint should be kept confidential. ←

Please advise of the resolution of this matter.

Enclosure

NOTED
TOM EDWARDS

RECEIVED
JUL 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7-31-72
Johnson
JAA

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

July 14, 72

To: U. S. Department of Transportation
Federal Highway Administration
Region 8

Attn: F. G. Kelley
Regional Labor Compliance Officer
Portland, Oregon

Re: Labor Compliance; S. D. Spencer Project Burlington Section US 30 Hwy.

The following are answers to questions posed in FH8-503 FL

1. Donald Hiram Reams SS # 544-54-1191

2. S. D. Spencer Burlington, Oregon

3. June 27, 1972 through present.

4. Spread or equipment oiler. Rate of pay is group 4 or $6.50 per hr.

5. Lubricate, service and fuel all equipment. Change filters and air cleaners.

6. No.

7. All hours. Being paid at incorrect rate of $3.90 per hour.

8. Check stubs. copy of one attached.

9. 4:30 p.m. 1/2 hour for lunch.

10. No, not yet, no one at job since last payday.

11. No.

12. I was dispatched as an oiler. The minimum scale for oilers is Group 1 of the Operating Engineers Labor Agreement @ $6.10 per hour. No classification exists for a scale of $3.90 per hour, nor is there any agreement for any type of trainee classification other than that contained in the labor agreement under helper classification.

Donald Hiram Reams
Donald Hiram Reams

Phone 7618422

2702 SE 153RD
Portland, OR 97236

My commission expires Nov. 17, 1972

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Region 10

FH10-503 FL
(2- 71)

IN REPLY REFER TO

Dear Sir:

This office is responsible for assuring that employees of contractors engaged in Federal highway construction are paid in accordance with the contract for all hours worked. The purpose of this letter is to ascertain whether you are receiving proper pay for your work classification and all hours worked.

This inquiry is being sent to you rather than conducted on the project site so as to insure your anonymity. Information received regarding this matter is considered confidential and your identity will not be disclosed to the employer without your written permission.

We would appreciate you answering to the best of your knowledge the following questions: (You may either answer on this letter or on a separate piece of paper referencing your answers to the number of the question answered.)

1. Your full name and social security number.
2. Name of prime contractor or subcontractor you work for, and location of the project.
3. Dates you worked on the project.
4. Your job classification and rate of pay.
5. Your duties, and tools used.
6. Were you properly paid for all the hours of straight time and overtime you worked?
7. If not, how many hours were you underpaid and on what dates?
8. What records or other evidence do you have to substantiate a claim of underpayment?
9. What was your usual starting time each day, and how much time were you allowed to take for lunch?

(over)

10. Did you ever complain about being underpaid; if so, to whom was the complaint made and what action was taken regarding your complaint?

11. Were you ever told to answer questions from a government representative regarding your work in any manner not consistent with the facts? If your answer is yes, who so instructed you?

12. Do you have anything further to add?

When you have completed answering the questions, please date and sign your reply and return it in the enclosed, self-addressed envelope.

If we do not receive a reply from you within 30 days from the date of this letter, we will consider that you are satisfied that the wages paid to you are correct. Thank you for your cooperation.

Very truly yours,

Project Engineer

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

7578

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

July 6, 1972

Burlington Northern Inc.
Lock Box 3270
St. Paul, Minnesota 55101

ATTENTION: Mr. E. A. Kahl, Director
Disbursements Accounting

Re: Bill No. 4-72-455
Columbia County Line-Burlington
Section
Columbia River Highway
Multnomah County
Contract No. 7578

Gentlemen:

We are in receipt of your bill dated April 21, 1972, in the amount of $2,946.17 which is to cover flagging charges for Alpine Contracting, Inc., on the above captioned project.

The flagging at this private grade crossing was performed in conjunction with work done by Alpine Contracting, Inc., who was hauling debris from the above captioned project to land owned by W. H. and George Auckland at the request of and direction of the Aucklands.

The crossing of your tracks and right of way at this location, was reserved in the deed from John and America Leonard to the Northern Pacific Railroad Company, dated January 3, 1883, and recorded in Book 68, Page 11 of the Multnomah County deed records. A copy of the language of the deed is attached hereto. You will note it states, "And it is hereby stipulated that the said Northern Pacific Railroad Company shall construct and maintain a suitable and convenient crossing across their said railroad track on said above described lands."

Therefore, inasmuch as work performed by Alpine Contracting, Inc., was for the benefit of the successors in interest to John and America Leonard (W. H. and George Auckland) and not as a requirement of the State's project, we must respectfully decline payment of this bill.

Very truly yours,

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

NOTED
F. B. KLABOE

TWL:dl
cc: F. B. Klaboe w/attachments
A. E. Johnson "
V. E. Skoog "
L. H. Young "
J. L. Sollis "
L. W. Rulien "
P. R. Barnhart "
R. H. Rumbolz "

Right of Way: Leonard to Northern Pacific Railroad Company.
Book 68 Page 11
Multnomah County

Know all men by these persuits. That John Leonard and America Leonard his wife of the county of Multnomah in theState of Oregon, in consideration of the sum of two hundred and fifty dollars to us in hand paid by the Northern Pacific Railroad Company, a corporation created by and existing under an act of the Congress of the United States of America entitled "An act granting land to aid in the construction of a Railroad and Telegraph line from Lake Superior to Puget Sound by the Northern route." approved July 2, 1864 and the various acts amendatory and supplemental thereto, the receipts whereof is hereby acknowledged, have granted, bargained, sold and conveyed, and by these presuits do grant, bargan, sell and convey unto the said Northern Pacific Railroad Company, its successors and assigns, the following described parcel of land situated in Multnomah County in the State of Oregon towit: A strip of land one hundred feet in width, being fifty feet in width on each side of and parallel with the centre line of the main track of the Northern Pacific Railroad Company's Railroad, as the same is staked out and located over and across the lands of the said John Lenard and America Lenard situated in said Multnomah County and known and designated as follows. North half of the North east quarter of section thirty six (36) Township three (3) North of Range two (2) west Willamette Meridian. And it is hereby stipulated that the said Northern Pacific Railroad Company shall construct and maintain a suitable and convenient crossing across their said Railroad track on said above described lands.

To have and to hold the said described and herein conveyed premises, with all the trees, wood and timber thereon, and the stone gravel and material therein unto the said Northern Pacific Railroad Company, its successors and assigns forever, for the prupose of building operating and maintaining a Railroad thereon, and to use the same for all legitimate railroad purposes.

In witness whereof we have hereunto set our hands and seals this 3rd dayof January 1883.

Executed in presence of

S.G. Candle }
E. Jessup }

John Leonard
America Leonard

State of Oregon }
County of Multnomah } This certifies that on this 3rd day of January A.D. 1883 before me a Notary Public in and for said county and state, personally appeared the within named John Leonard and America Leonard known to me to be the persons descrived in and who executed the within instrument and acknowledged to me that they freely and voluntarily executed the same for the pruposestherein set forth, and the said America Leonard wife of said John Leonard on and examination made by me, separately and apart from her said husband acknowledged to me that she executed the same freely and coluntarily and without fear or compulsion from anyone.

In testimony whereof I have hereunto set my hand and Notarial Seal this 3rd day of January A.D. 1883.

S.G Candle
Notary Public for Oregon

Recd. for record March 27, 1883 at 8:00 A.M.

5

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JUL 5 - 1972
FOR FILING

7578

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 3, 1972

TO
G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. F-171(4)

FROM
George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Request; Change Order Approval**

Contract 7578 Extra Work Order No. 10

Project Columbia Co. Line-Burlington

Highway Columbia River

County Multnomah

This order covers the cost of performing additional clearing and grubbing work, construction of permanent drainage diversion facilities and the repair of a service road in the area of the Koptur slide. All work under this order is necessary to provide work area and needed construction before work on the slide repair can be started.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer June 22, 1972.

Your approval as of June 22, 1972 is requested

Attachments

BMW:kds

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MAY 16 1972
FOR FILING
7577

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE May 11, 1972

TO Frank Hall, Design Engineer
Attention: Floyd Scott

FROM Keasey
C. T. Keasey
Construction Engineer

SUBJECT Kaptur Slide, R/W File 43634
Columbia Co. Line-Burlington Section
Lower Columbia River Highway
Contract No. 7578

Attached is correspondence and a sketch map outlining additional right of way needed as the result of a slide which occurred on the subject project.

This has been approved by Assistant State Highway Engineer A. E. Johnson.

Would you please process this, prepare the necessary property description and forward to the Right of Way Section for acquisition.

NOTED
A. E. J.

CTK:fw
Enc.
cc: A. E. Johnson
D. H. Moehring
L. W. Rullen

RECEIVED
MAY 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

1859

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7578

April 25, 1972

Board of Commissioners
Burlington Water District
Route 1 Box 550
Portland, Oregon 97231

ATTENTION: Mr. Bernard Safranski

Re: Adjustment of Water Line Conflicts
Columbia County Line-Burlington
Section
Columbia River Highway
Multnomah County

Gentlemen:

In your letter to us dated March 8, 1972, you stated that you could not accept the proposed location of your water line along the westerly right of way line of subject project, and felt instead that it should be placed along the road shoulder.

As you know from recent discussions, we have changed our plan to comply with your wishes, and will abide by the plan expressed in that letter. We intend to begin work very shortly.

You also stated that Mr. Tinkess could do this work at less cost than our estimate. However, we are obliged to accomplish this work with or through our contractor. After conversations with Mr. Tinkess, our contractor has decided to perform the work himself.

Our original estimate of $18,300 is still valid. Of this, Burlington Water District will be asked to pay approximately $10,000 which is for just that portion between Stations 255 and 274, in accordance with Permit No. 10629. The remainder of the work will be paid for by the State as per our letter of September 14, 1970, and your reply of October 15, 1970.

We trust that all of the foregoing is acceptable to you. If you have any comments or questions, please contact either Mr. P. R. Barnhart, Resident Engineer, phone 286-5226, or Mr. R. H. Rumbolz, Regional Utility Engineer, phone 654-7741, extsion 262.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Jackson Cartwright
for T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
V. E. Skoog
Jack Sollis
L. W. Rulien
Paul Barnhart
R. H. Rumbolz

NOTED
A. E. JOHNSON

RECEIVED
MAR 22 1972
FOR FILING

7578

March 21, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Federal-aid Project
No. F-171(14)

FROM George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request for Change Order Approval

Herewith for your consideration and approval are copies of Extra Work Order No. 8, Contract No. 7578, covering installation of plastic pipe and ditching to divert water from the slide area on the Columbia Co. Line-Burlington Section of the Columbia River Highway in Multnomah County.

A slide area has developed in the cut from station 148+00 to 153+00 and a small stream at the top of the cut is draining into the large cracks of the slide. This order covers the cost of installing plastic pipe and construction of ditches to divert the water to alleviate future sliding. Further investigations are underway to determine corrective work necessary to correct the slide area.

Of immediate concern now is the protection of one B.P.A. power transmission pole and the Portland General Electric power poles. There is no threat to the existing highway at this time.

This work was tentatively approved by the Federal Highway Administration District Engineer March 6, 1972.

Your approval as of March 6, 1972 is requested.

Attachments

BHW:js

RECEIVED
MAR 2 1972
FOR FILING

7578

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: March 16, 1972

In reply refer to: 10-35-EC

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-171(14)
Columbia County Line-Burlington Section
Railroad Agreement

Ltr & agreement to Young
cy- A.E. Johnson
(Ltr only)
3-21-72

A copy of the approved agreement for the subject project is returned herewith as requested in your letter of March 8, 1972.

Enclosure

3-21-72
REFERRED TO
Johnson
DEPUTY STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED
MAR 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

7578

Form E-203-5M

STATE COPY

G-1P

EFFECTIVE DATE 3-6-72
gent upon modification of pro-
reement if additional funds are
ed
Halack
ngineer
4-5-72

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Columbia Co. Line-Burlington

Date March 6, 19 72

Highway Columbia River

Contract No. 7572

County Multnomah

Prefix 26-1040

Contractor S.D. Spencer & Son

F. A. Project No. F-171(14)

Address 4614 N.E. 72nd Vancouver Washington 98661

Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Divert water at upper end of slide area by means of plastic pipe and ditches.

approval recommended
PE O'Neil

to Const
4-13-72

Location by station numbers:

Sta 148-153 Rt.

NOTED
A. E. JOHNSON

RECEIVED
APR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Materials	335.00
+ 15%	50.25
Labor	400.00
+20%	80.00
Equipment	185.00
+15%	27.75
	1078.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

A small stream is discharging into large cracks at the head of the slide. This order is for diverting the water away from theslide area as a precautionary measure to alleviate future sliding. Telephone approval to begin work was received March 6, 1972.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,810,412.91
Present estimate of project cost, including $1078.00 for work under this order	$3,810,412.91
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Paul R. Barnhart, Resident Engineer

Approval Recommended: Construction Engineer or ... Engineer

Approval Recommended: Division Engineer

Approved:

RECEIVED
MAY 16 1972
FOR FILING

7578

Salem, Oregon
February 25, 1972

Agenda Item ⑤h
February 22 Commission meeting

Mr. F. D. Morgan
Construction Engineer

Attention: T. W. Litchfield

RAILROAD COMPANIES
FILE No. 681

Attached for further handling are three copies of an agreement with Burlington Northern, Inc., and Spokane, Portland and Seattle Railway Company concerning construction of the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County.

We have retained a xerox copy until the original is returned to us.

Floyd Query, Secretary

fkm
Att.

ECEIVED

OR FILING

-171(14)

7578

February 3, 1972

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for your meeting of February 22, an agreement with Burlington Northern, Inc., providing for the construction of the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County.

This agreement provides for the railroad to grant to the State an easement to accommodate the highway slopes adjacent to the tracks throughout a major portion of the length of the project. There is to be no monetary consideration for this easement. It also grants a construction permit which will expire upon completion of the construction or June 1, 1973, whichever occurs first. The agreement also requires the State to take the usual precautions when working on railroad property and coordinate the activities of the contractor with the activities of the railroad and to provide the usual insurance protection.

The State is also to reimburse the railroad for all costs incurred as the result of this project, which include the adjustment of the communication line and preliminary engineering work which are estimated to cost $13,478.

We recommend your approval and the granting of authority for the Secretary to sign the agreement in your behalf. The Secretary should initial the interlineation "24 months" included in paragraph 2, page 2.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
F. D. Morgan
L. I. Lindas
L. H. Young
V. E. Skoog
T. W. Litchfield

(Construction)TE:ja

-171 (4)

7578

STATE COPY G-1R

APPROVED EFFECTIVE DATE 12-22-71
Contingent upon modification of project agreement if additional funds are required

BY Dist Engineer
TITLE
DATE 1-11-72
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMEN

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

ect Name Columbia County Line- Burlington
way Columbia River
nty Multnomah
tractor S. D. Spencer & Son
ress 4614 N. E. 72nd Ave. Vancouver, Washington 98661

Date
Contract No. 7578
Prefix 26-1040
F. A. Project No. F-171(4)
Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

iption of work to be done:

Light grading and place rock on an access road for the use of F. & J. Simmons during the life of the project.

x Const. 1-14-72

1-14-72
REFERRED TO
Johnson
BY DEPUTY STATE HIGHWAY ENGINEER

cation by station numbers:

Approximately 300 feet right of Stations 177-187.

RECEIVED
JAN 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

stimate of quantities and cost:

Labor	Incl. 20%	$350.00
Equipment	Incl. 15%	350.00
Materials	Incl. 15%	400.00
	Total	$1,100.00

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

xplanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work to be done on Private property and along the B. P. A. easement. Therefor outside the limits of the project. This road is necessary to gibe Simmons an access to the highway until the planned road approach can be completed.

NSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,810,412.91
Present estimate of project cost, including $1,100.00 for work under this order	$3,810,412.91
Expected under-run over-run amount	$0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer
Paul R. Barnhart

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: R. D. Deputy State Highway Engineer, Assistant State Highway Engineer

SP*23577-734

RECEIVED
1971
UTILITY UNIT

NOTED
A. E. JOHNSON

OREGON STATE HIGHWAY DIVISION

F-171(1)

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7578

December 21, 1971

Board of Commissioners
Burlington Water District
Route 1 Box 550
Portland, Oregon 97231

ATTENTION: Mr. Bernard Safranski
Secretary

Re: Adjustment of Water Facility Conflicts
Columbia County Line-Burlington
Section
Columbia River Highway
Multnomah County

Gentlemen:

Reference is made to your letter of July 20, 1971, which stated that the District would be unable to pay the cost of relocating the water facilities in conflict with the subject project. Reference is also made to our letter of July 30, 1971, advising you that the relocation of your conflicting facilities would be included as part of the State's contract for this project.

Attached hereto are two copies of a plan and profile, prepared by our Resident Engineer, Mr. Paul Barnhart, for the relocation of your facilities from Highway Station 255 to 274. Also attached is an estimate of cost, $18,300, for the relocation of these facilities.

The proposed relocation along the right of way line was made to eliminate the necessity of a temporary water line relocation. An alternate location along the shoulder of the reconstructed highway would require a temporary relocation and increase the cost of the total relocation.

Your review and approval of the proposed plan at the earliest possible date is requested so that the State may proceed with the construction of the subject project without delay. If further information or assistance is required, please contact Mr. R. H. Rumbolz or Mr. Paul Barnhart.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
DEC 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:dl
Enclosure

cc: A. E. Johnson
V. B. Skoog
V. L. Gallagher
L. W. Rulien
Paul Barnhart
R. H. Rumbolz

RECEIVED
DEC 21 1971
FORM E-30
FOR FILING

F-171(14)
7578

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1971

SUBJECT: Columbia County Line-Burlington
F.A. Proj. No. F-171(14)
Contract No. 7578
On-The-Job Training

To: Mr. L. W. Rulien
Region Engineer
P.O. Box 02157
Portland, OR 97202

We concur with S. D. Spencer & Son certification of Laborer Trainee, David McKeel, to full journeyman status.

In order for the S. D. Spencer & Son to fully comply with the specification requirements, it will be necessary for them to furnish Mr. McKeel with a certificate showing the type and length of training satisfactorily completed and his promotion to journeyman status. A copy of the certification along with a copy of the letter of transmittal from them to Mr. McKeel is to be submitted to this office as documentation.

F. D. Morgan
Construction Engineer

By MDGlenn

M. D. Glenn
EEO Engineer

MDG:fr

cc: R. E. Simpson w/attach.
A. E. Johnson w/attach.
S. D. Spencer & Son
Paul Barnhart

NOTED
A. E. JOHNSON

RECEIVED
DEC 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 7-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon

December 8, 1971

SUBJECT: Columbia Co. Line-Burlington
Columbia River Highway
Multnomah County
Contract No. 7578
On The Job Training

To L. W. Rulien
Regional Engineer
Milwaukie, Oregon

Attached is a letter from the contractor stating one of the positions of laborer Trainee has been fulfilled and requesting it be removed from his obligations.

This has been discussed with Pat O'Neil of FHWA and he had approved abolishment of this position since the trainee had received more than half of the training and quit to accept employment with another firm as a journeyman.

Paul R. Barnhart
Resident Engineer

☐ RE	☐ RME	☐ RCE	☐ OE
☐ TE	☐ UE	☐ DES	☐ SEC

DEC 9 1971

SP*52479-734

[illegible]
4614 N. E. 72nd Avenue ○ Phones: Vancouver 693-4719 ○ Portland, 285-9232
VANCOUVER, WASHINGTON 98661

December 7, 1971

RECEIVED
DEC 8 1971
PAUL R. BARNHART
Resident Engineer

Mr. Paul R. Barnhart, Res. Engr.
Oregon State Highway Department
P. O. Box 6217
Portland, Oregon 97231

Re: OSHD Contract #7578
Columbia Co. Line-Burlington
On the Job Training

Dear Sir:

This letter is to inform the Oregon State Highway Department that S. D. Spencer & Son is upgrading Laborer Trainee, David McKeel to full Journeyman status.. David McKeel has 200 hours training at Camp Rilea and has also received training on the job of 334½ hours flagging and 21½ hours laying pipe.

It is the opionion of this Company that David McKeel is a qualified Laborer Journeyman. David McKeel left the employ of this Company and went to work for John M. King as a Journeyman Laborer, in order to obtain Winter employment.

Therefore, on the basis of the length of McKeel's employment, the quality of his work and the fact that another Contractor has employed his as a journeyman, we feel that we have fulfilled Trainee Position No. 1.

Very truly yours,

Richard D. Spencer
E. E. O. Officer
S. D. Spencer & Son

Form E-306—6M

F-171(14)
7578

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE [illegible]
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 11-4-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Columbia Co. Line-Burlington
Date October 4, 1971
Highway Columbia River
Contract No. 7578
Prefix 26-1040
County Multnomah
F. A. Project No. F 171(14)
Contractor S.D. Spencer & Son
Order No. 6
Address 4614 N.E. 72nd Ave., Vancouver Washington 98666

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Excavate, haul and dispose of sawdust, wood scraps and garbage to obtain a suitable foundation for embankment.

NOTED
A. E. JOHNSON

To Constr 11-10-71

Location by station numbers: 17+00 – 19+00

Estimate of quantities and cost:

Labor	$880.00 + 20%	=	$1,056.00
Equip.	$1,650.00 + 15%	=	$1,897.50
Total			$2,953.50

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") There were no provisions in the contract for the removal of this material. Due to the unknown quantities involved, a unit price was not feasible.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,810,412.91
Present estimate of project cost, including $2,953.50 for work under this order	$3,810,412.91
Expected under-run over-run amount	$ NONE
Expected under-run over-run per cent	NONE

Space to right of this line is for use of Salem Office

Submitted by: Paul R. Barnhart, Resident Engineer
Paul R. Barnhart

Approval Recommended: Construction ~~Engineer or~~ Bridge Engineer

Approved R. D. [illegible] Program & Planning ~~Deputy State Highway Engineer,~~ Assistant State Highway ~~Engineer or~~ Office Engineer.

Approval Recommended: Division Engineer

State Printing

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FORM E-30
SEP 7 - 1971
FOR FILING

F-1711.1-4
7574

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1971

To:

Mr. R. P. Hamilton
Director of Permits
EAST SALEM HIGHWAY BUILDING

SUBJECT: Distribution of Utility Permits Prepared for Facilities to be Adjusted to Accommodate Highway Construction

ATTENTION: Mr. J. F. Hagemann

Reference is made to the Federal Highway Administration's Inspection in Depth Report for the Columbia County Line-Burlington Section of the Lower Columbia River Highway dated July 8 and 9, 1971. A copy of the report is attached.

Paragraph 2(b) of the report recommends that a copy of all utility permits be supplied automatically to the Resident Engineer on both reimbursable and non-reimbursable utility relocations.

Would you please take whatever steps are necessary to provide Resident Engineers with copies of permits issued for utility adjustments within their construction project's limits. You will be advised which Resident Engineer is involved when permit sketches are forwarded from this office.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:fw
Attach.
cc: A. E. Johnson
R. E. Simpson
Jack Hesla
R.H. Rumbolz
F. W. Sugnet
J. E. Holcomb
H. M. Fillmore

RECEIVED
SEP 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

C₂

EIVED
20 1971
FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 1, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

578

FROM : Mr. R. E. Simpson, Division Engineer
Salem, Oregon

Original to Johnson 9-16

SUBJECT: Oregon I-5-2(67)59 Jumpoff Joe Creek-Grants Pass Section
Pacific Highway; Utilities Adjustment

Oregon F-171(12) & F-171(14) Columbia County Line-Burlington Section
Lower Columbia River Highway; Utilities Adjustments

Attached is an inspection-in-depth report on the Jumpoff Joe-Grants Pass Section of the Pacific Highway. This report is the second in a series of statewide inspections-in-depth covering utility relocation procedures. The first report in this series covered an inspection on the Columbia County Line-Burlington Section of the Lower Columbia River Highway, and was forwarded to your office on or about August 6, 1971, without a transmittal letter.

The first two inspections reflect a need for emphasis on sufficient lead time and advance utility work as well as more uniform methods of inspection and documentation. At the conclusion of this series of inspections, a summary report will be prepared with the significant findings and recommendations affecting your overall procedures on a statewide basis.

Enclosure

RECEIVED
SEP 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

9-16
Cy & Morgan
"When Summary Report is rec'd, we will want to consider any changes in our procedures."
R.E.J.

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

DIVISION FILE COPY

FORM PR-33D
(REV. 3-68)

OSHD (Johnson)
Region 3 cy
Wash thru Region
Div Auditor-in-Charge

File 439

STATEWIDE INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

Financial Mgr Backlund

U.S. DEPARTMENT OF TRA
FEDERAL HIGHWAY ADMINIS
BUREAU OF PUBLIC ROA

Valach

(Check appropriate box) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

tkj

REGION 8	DIVISION Oregon	COUNTY Multnomah	PROJECT NUMBER F-171(12) & F-171(14)
DATE OF INSPECTION 7-8-71 & 7-9-71	PHASE(S) INSPECTED 9 - Utilities Adjustments		REPORT OR CONTROL NUMBER 7871 EID(9)-3

INSPECTION MADE BY
C. T. Christianson, Area Engr, FHWA
C. R. Burghardt, Asst Engr Coord, FHWA

IN COMPANY WITH
T. W. Litchfield, RR & Util. Engr., OSHD
Jack Hesla, Metro Util. Engr, OSHD
Dick Rhumbolz, Reg. 1 Util. Engr., OSHD
Paul Barnhardt, Res Engr., OSHD
Pat O'Neil, Asst Area Engr., FHWA
Don Kamnikar, Engr. Trainee, FHWA

REPORT PREPARED BY
C. T. Christianson, Area Engr Christianson

CONTRACT AMOUNT
$278,369.00
$ 3,539,450.22

CONTRACTOR (Name and address)
F-171(12) R. A. Heinz Constr. Co., Portland, OR
F-171(14) Spencer $ Sons, Co., Vancouver, WA

TIME ELAPSED	189% 2%	PROGRESS OF WORK	Unsatisfactory Satisfactory
WORK COMPLETED	100% 0	QUALITY OF WORK	Satisfactory Satisfactory

LOCATION
Approximately 5 miles south of Scappoose on the Lower Columbia River Highway

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTIONS TAKEN

COLUMBIA COUNTY LINE - BURLINGTON SECTION
LOWER COLUMBIA RIVER HIGHWAY
Grading, Paving & Utility Adjustments
(Railroad Relocation)

1. SCOPE OF INSPECTION:

This is the first in a series of Inspections-in-Depth reports to evaluate the State's procedures regarding utility adjustments. This inspection included a review of procedures and records maintained at the Central, Regional (State) and Project offices of the Highway Division and a brief inspection of field operations. Emphasis was placed on procedural problems that would cause delay to the roadway construction contract.

Due to the interrelationship of the utility work, it was considered necessary to include the completed railroad relocation project, F-171(12), in the inspection of the current roadway construction contract. These projects are within the same section, and are interconnected with each other.

(more)

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

Project No. F-171(12) provided for a State contract to construct the grade and structures necessary for relocating the railroad. This project also included, by railroad agreement, the relocation of railroad facilities on the newly constructed grade. The contract included reimburseable utility relocation by Portland General Electric Co.

Project F-171(14) provides for the construction of the roadway through this section and includes the remainder of the Portland General Electric adjustment on a nonreimburseable basis as well as the relocation of the Bonneville Power Administration line structure through this area. Bonneville is a reimburseable adjustment with Federal paritícpation. This contract also includes adjustment of facilities, on a nonreimburseable basis, of Pacific Northwest Bell Telephone Company, Rose Valley Telephone Company, and the Burlington Water District. Due to financial complications within the Burlington Water District, it is being performed as part of the contract and is considered a special case. For this reason, the water district was not included in the considerations of this inspection-in-depth.

A combination of the two projects for this inspection will provide a complete picture of the utility adjustment procedures on both early and late stages of work.

2. SUMMARY OF FINDINGS, RECOMMENDATIONS AND ACTIONS TAKEN:

(a) Finding:

Pacific Northwest Bell and Rose Valley Telephone have not yet submitted plans for the relocation permit as requested on 4-22-71. Neither of these companies have started relocation work as of this date. Work involved for these two firms is on a nonreimburseable basis covered by permit.

Portland General Electric has had difficulty in negotiating with other companies for a final relocation plan. Verbal authorization of an acceptable plan was given on 3-6-71.

While the project design has remained substantially the same since 1967, the project has been placed on and taken off the bid schedule several times since that year. The current highway contract was awarded on 6-1-~~61~~71, and right of way was made available for utility relocation work on 5-21-71.

Recommendation:

The lag in time between notification of conflict, authorization ~~of~~ to proceed, and actual construction is complicated by several factors. Procedural problems on the part of the utility as well as scheduling and preliminary work cause delays by the utility. Lack of sufficient lead time between availability of right of way and construction as well as lead time between firm scheduling and construction create limited time elements for utilities to take action. The utility companies are reluctant to formulate final plans until the State has placed a project on a firm schedule.

(more)

For these reasons it is recommended that the State establish procedures for advanced, positive scheduling of projects and increased lead time between right of way availability and construction to allow more time for the utility relocation work.

In the case of Portland General Electric and Bonneville Power, advanced authorization of utility work could have been accomplished if right of way had been made available.

For purposes of proper coordination it is strongly recommended that the State evaluate current scheduling and right of way procedures to insure a greater lead time for utility adjustments.

(b) Finding:

The resident engineer did not get copies of all the permits, maps, and relocation details for each utility.

Recommendation:

It is recommended that a routine copy of all utility permits and relocation maps be forwarded automatically to the resident engineer on both reimburseable and nonreimburseable utilities.

Action Taken:

The State utilities engineer indicated that action would be taken to provide the resident engineer with complete detail on all utility adjustments within this project's limits.

(c) Finding:

The Manual of Instructions for the inspector's use of the project contains general information only and leaves considerable latitudes for individual interpretations.

Recommendation:

It is recommended that the State compile a more detailed instructional section for the inspector's manual, or the construction manual to provide detailed data from which the inspectors with moderate experience can be guided in the proper techniques of utility inspection.

Action Taken:

The State utilities engineer stated that consideration had been given to providing a utilities manual and indicated that a section would be compiled outlining specific inspector's duties to be included in the proper manual for field use.

(more)

(d) Finding:

The utility companies do not provide sufficient notification to the resident engineer of the opportunities to inspect retired or salvaged materials in accordance with State and Federal regulations.

Recommendation:

It is recommended that the State encourage the utilities to provide notification to the resident engineer of the opportunity to inspect retired and salvageable materials prior to removal from the project. This encouragement could be in the form of reinforcing current State and Federal regulations.

Action Taken:

The State utilities engineer indicated that some action would be taken to work out a method of securing better cooperation from the utilities along the line of this recommendation.

(e) Finding:

The engineering control, supervision, and construction practice noted in the field on this project were indicative of adequate control by the State commensurate with the scope, cost, and importance of the utility work in conjunction with the overall project. This included review and processing of final billings.

Recommendations:

No recommendations are necessary on this finding.

The inspection notes and work papers are attached to the original copy of this report.

RECEIVED
SEP 7 - 1971
UTILITY UNIT
FOR FILING

F-171(19)
7519

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 PHONE 378-6511

TOM McCALL
GOVERNOR

September 1, 1971

Burlington Northern, Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

RE: Additional Cross Sections
Railroad Stations 699+00 and 726+00
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County
YOUR FILE: A 37-1

Gentlemen:

This is in reply to your letter dated August 5, 1971 in which you requested cross sections on the proposed culvert locations at the above-captioned stations on this project.

Our Resident Engineer has prepared the cross sections, six prints of which are enclosed herewith. I should like to call your attention to the culvert installation at Highway Station 203+96 which is opposite Railroad Station 726+00 requires an extension on the westerly end of the highway culvert only and no work except minor clean out work between the existing highway and railroad culverts.

The culvert installation at Highway Station 232+20, which is opposite Railroad Station 699+80, will catch surface drainage from the highway only and will drain into the existing 48-inch pipe under the railroad. The highway culvert opposite the railroad culvert at Highway Station 232+33 will be extended on the west end only. The only work required on railroad property will be the installation of the 12-inch culvert at Highway Station 232+20 and some possible clean out work between the two existing 48-inch culverts beneath the highway and railroad.

It would appear that the additional easement requested for Parcel 7 between Railroad Stations 725+70 and 726+15 and the existing easement presently occupied described as Parcel No. 10 between Railroad Stations 699+60 and 700+00, will accommodate the State proposed construction and additional encroachments will not be required.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
SEP 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:fw
Enc.
cc: F. B. Klaboe
Frank Hall
L. W. Rulien
P. R. Barnhart
R. H. Rumbolz

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 Northwest Hoyt Street
Portland, Oregon 97207
Telephone (503) 228-9111

August 5, 1971

Mr. T. W. Litchfield
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Reference is made to your letter of March 22, 1971, transmitting encroachment map and cross sections for Columbia River Highway improvement project, Columbia County Line--Burlington Section along our right of way.

It was noted in a review of the layout that culverts are shown at Railway Engineer's Station 699+00 and at Station 726+00 which are not shown on the culvert cross sections. Will you please furnish at once cross sections of these two culverts so that it may be determined whether or not additional encroachments are involved.

Yours very truly,

H. F. Moy

H. F. Moy
Regional Manager Engineering

RAO/fc

File: A 37-1

Copy to:
LW Rulien
PR Barnhart
8-19-71 dl

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
AUG 10 1971
CONSTRUCTION DIVISION

Pease
Swan
Glenn
Litchfield ✓
Gallagher
Stein

Form [illegible]

F-171(14)
7578

STATE COPY G-18

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 8-13-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 8-30-71
FEDERAL HIGHWAY ADMINISTRATION

<

Project Name Columbia Co. Line-Burlington
Date August 12, 1971
Highway Columbia River
Contract No. 7578
County Multnomah
Prefix 26-1040
Contractor S.D. Spencer & Son
F. A. Project No. F-171(14)
Address 4614 N.E. 72nd. Ave, Vancouver, Washington 98661
Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate cut slopes to proper slope

To Construction 9-3-71

NOTED
A. E. JOHNSON

Location by station numbers:

185+50 - 186+50

Estimate of quantities and cost:

Labor	$ 70.00
+ 20%	14.00
Equipment	130.00
+ 15%	19.50
Total	$233.50

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Due to an Engineering error, The cut slope had to be adjusted from a 1½:1 to a 2:1. This extra work is for pioneering work to excavate and dress the slope down to a point where scrapers can be utilized. Approval for this work was received Aug. 12, 1971.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,810,412.91
Present estimate of project cost, including $233.50 for work under this order	$3,810,412.91
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Paul R. Barnhart
Paul R. Barnhart Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved
State Highway Engineer

9-3-71

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FOR FILING

E-171(14)
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DEPARTMENT OF ENVIRONMENTAL QUALITY

~~STATE OFFICE BUILDING~~ • 1400 S.W. 5th AVENUE • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

KENNETH H. SPIES
Director

ENVIRONMENTAL QUALITY
COMMISSION

B. A. McPHILLIPS
Chairman, McMinnville

EDWARD C. HARMS, JR.
Springfield

STORRS S. WATERMAN
Portland

GEORGE A. McMATH
Portland

ARNOLD M. COGAN
Portland

August 9, 1971

Burlington-Columbia Co Line
Contract 7578

Mr. Stanley E. Sharp
Chief Deputy, Ecology
Multnomah County District Attorney Office
723 County Court House
Portland, Oregon 97204

Re: S.W. - Multnomah County

Dear Mr. Sharp:

This is in reply to your letter of July 29, 1971, concerning the indiscriminate disposal of highway right-of-way slash clearing debris from the U.S. 30 project near Rocky Point in Multnomah County.

We recognise and agree that slash is defined by law as solid waste and pursuant to recent State Legislation, disposal sites for such material must be issued a permit from the Department of Environmental Quality prior to deposit of any wastes at a site. We are implementing the permit program and are prepared to issue permits on an interim basis, until regulations which outline a formal permit procedure can be adopted by the Environmental Quality Commission.

This Department met with representatives of the Department of Transportation, August 2, 1971, to discuss the immediate problem on U. S. 30 and to improve control of future slash disposal. They agreed to give more lead time before letting a contract to allow a contractor to obtain the necessary Department of Environmental Quality and County permits. We requested that the Resident Engineer assist in location of slash disposal sites and inform a prospective contractor what is expected in the way of an approvable site and permit procedure. Highway Department contract documents should specify an approved disposal site.

NOTED
A. E. JOHNSON

The wastes deposited on the Karl property have been largely covered with earth and probably little more can reasonably be done to improve the situation. Mr. George Auckland has proposed an alternate location at Rocky Point, which we feel is acceptable. We are giving approval of the proposal, but Mr. Auckland cannot go ahead until he has satisfied requirements of the Multnomah County Planning Commission. It is hoped that a stream-lined letter permit procedure by the county such as you mention, can be worked out.

Please do not hesitate to contact this office if we can be of further assistance in this matter.

Very truly yours,

Ernest A. Schmidt

Ernest A. Schmidt, Director
Solid Waste Division

EAS:mm
cc: Department of Transportation
John A. Bond, Construction Administration Engineer
Clarence G. Swenson, Special Engineer
L. W. Rulien, Regional Engineer, 9200 S.E. McLoughlin Blvd., Milwaukie, Oregon
Robert S. Baldwin, Director of Multnomah County Planning Commission
Robert L. Nordlander, Director of Department of Public Works, Multnomah County
Portland District Office

RECEIVED
AUG 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 3 - 1971

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

171(14)

7578

August 2, 1971

S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, Washington 98661

Attn: Dick Spencer

Gentlemen:

Re: Columbia County Line-Burlington Sect.
Columbia River Highway
F.A. Proj. F-171(14)
Contract No. 7578

We have received concurrence by the Federal Highway Administration of our approval of your proposed training programs for the Operating Engineers, Teamsters and Laborers on the subject contract.

Your cooperation in this matter is appreciated and will assure the success of this program.

Very truly yours,

F. D. Morgan
Construction Engineer

By D E Swan
D. E. Swan
E.E.O. Engineer

DES:fr

bc: R. E.Simpson
A. E. Johnson
L. W. Rulien
Paul Barnhart

RECEIVED
AUG 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

A. E. JOHNSON

Form E-123

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AUG 3 - 1971
UTILITY UNIT
FOR FILING

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JUL 30
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

July 30, 1971

F-171(14)
7578

Board of Commissioners
Burlington Water District
Route 1 Box 550
Portland, Oregon 97231

Re: Adjustment of Water Facility Conflicts
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County

ATTENTION: Mr. Bernard Safranski
Secretary

Gentlemen:

Reference is made to our letter of July 12, 1971, which listed certain facilities owned by your District that are in conflict with the construction requirements of the subject project and requested that these facilities be adjusted.

Reference is also made to your letter of July 20, 1971, which stated that the District would be unable to pay the cost of relocating the conflicting facilities and that the State should pay the cost of such relocation.

The relocation of your conflicting facilities will now be included as part of the State's contract for the subject project. This work will be done as extra work on an actual cost basis and in the most economical manner possible. Upon completion of the adjustments, the Highway Division will seek to arrange a satisfactory agreement with the District for repayment of the cost incurred.

Mr. Paul Barnhart, P.O. Box 6217, Portland, Oregon 97231, telephone 286-5226, Resident Engineer for the subject project, will prepare the necessary plans for the relocation of your conflicting facilities.

Your assistance in supplying Mr. Barnhart with information as to the type of pipe, valves and fittings required to accomplish the relocation is requested.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: A. E. Johnson
V. E. Skoog
V. L. Gallagher
L. W. Rulien
Paul Barnhart
R. H. Rumbolz

RECEIVED
JU 30 1971
FOR FILING
UTILITY UNIT

NOTED
A. E. JOHNSON

**OREGON STATE
HIGHWAY DIVISION**

F-171(14)

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 Phone 378-6511

7578

July 29, 1971

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. John V. Mulcahy
Chief, Branch of Land

Re: Transmission Line Easement
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County
R/W File No. 43654-Huber
Your File No. ELS
Contract No. 14-03-19551

Gentlemen:

Attached hereto is a signed copy of a correction transmission line easement over the Arthur W. Huber and Margaret F. Huber property. This corrected easement includes the provisions that no additions are to be made to the existing house within the easement and that the TV antenna attached to that portion of the house within the easement shall be removed.

This is being submitted per your verbal request.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosure

cc: A. E. Johnson
D. H. Moehring
Ken Rolfe
Paul Barnhart
R. H. Rumbolz

RECEIVED
JUL 29 '71
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 30 1971

FOR FILING

F-171(14)

7528

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 27, 1971

In reply refer to: 08-35-DA/961

To Construction 7-30-71

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-171(14)
Columbia County Line-Burlington Section
FHWA Order Interim 7-2(2)

Mr. Johnson's July 20 letter submitted for approval training programs proposed by the contractor for the following crafts: Laborers, Operating Engineers, and Teamsters. The Laborers Training Program was previously approved for Oregon Project I-80N-7(33)289.

I have reviewed the Operating Engineers and Teamsters Training Programs and have determined that they meet the requirements of the Training Special Provisions under FHWA Order Interim 7-2(2). It is recognized that you have formally emphasized to the contractor the provision of the contract which states that the training and upgrading of members of minority groups are primary objectives.

The Laborers, Operating Engineers, and Teamsters Training Programs are approved.

NOTED
A. E. JOHNSON

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JUL 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

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JUL 29 1971
FORM E-20 (REV. 10-60)
FOR FILING

F-171(14)
7578

NOTED

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 22, 1971

SUBJECT: Water Facility Adjustment
Burlington Water District
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County

To: Mr. L. W. Rulien
Region Engineer
P. O. Box 02157
Portland, Oregon 97202

Reference is made to our letter to Burlington Water District, dated July 12, 1971, which listed certain facilities owned by the District that were in conflict with the construction requirements of the subject project.

Attached hereto is a reply from Burlington Water District, dated July 20, 1971, which states that the District is unable to pay the cost of relocating its facilities and if relocation is necessary, the State will have to pay the cost.

Please take the necessary steps required to accomplish the relocation of the District's conflicting facilities. An extra Work Order should be prepared to cover the relocation work. An accurate accounting of material, labor and equipment should be maintained as the District will be billed for the relocation work upon its completion.

T. W. Litchfield
Railroad and Utility Engineer

By Jackson Cartwright
Jack M. Cartwright
Utility Office Engineer

JMC:dl
Enclosure
cc: A. E. Johnson
~~V. E. Skoog~~
V. L. Gallagher
Paul Barnhart
R. H. Rumbolz

RECEIVED
JUL 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*82475-784

Supt. Earl J. Anderson
621-3184 or 621-3311

Burlington Water District

ROUTE 1, BOX 550
PORTLAND, ORE. 97231

July 20, 1971

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Attention : Mr. T.W.Litchfield
Railroad and Utility

Re: Burlington Water District

Gentlemen:

With reference to your letter of July 12, 1971, the Burlington Water District is unable to pay the cost of relocating its facilities along the St. Helens Highway and if relocation is made necessary because of your work in improving the highway you must pay the cost.

Very truly yours,
Burlington Water District

Bernard Safranski

By Bernard Safranski, Secretary

cc: R.H.Rumbolz

RECEIVED
JUL 27 1971
FOR FILING

F-171(14)

7578

July 20, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: Columbia County Line-Burlington Section
Columbia River Highway
Federal-aid Project No. F-171(14)
Contract No. 7578

The subject contract was awarded on June 1, 1971, to S. D. Spencer & Son of Vancouver, Washington. The contract included the EEO Special Provisions for on-the-job training under FHWA Order Interim 7-2(2).

The contractor is to provide five trainees during the life of the contract. At the preconstruction conference June 23, 1971, the contractor advised that the trainees would be furnished in the Operating Engineer, Teamster, and Laborer crafts. The Oregon State Highway Division accepted the contractor's proposal at that time.

The Operating Engineer trainees will be provided under a new training program. The contractor's proposal, which is attached, outlines the training schedule which will be followed.

The Teamster trainee will be provided under a new training program. The contractor's proposal, which is attached, outlines the training schedule which will be used.

The Laborer trainees are to be provided under a similar program as was submitted to you on March 22, 1971, concerning F. A. Project I-80N-7(33)289, the Powder River-Baldock Slough Section. The training proposal is detailed on the attached letter.

The Oregon State Highway Division believes that the contractor's proposal meets the required standards and goals of FHWA Order Interim 7-2(2). We request your concurrence in the contractor's proposed training programs.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Attachments

cc R. L. Porter
Tom Edwards
F. D. Morgan

DRS:fr ms

RECEIVED
JUL 1 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

E-171(14)
7578

July 16, 1971

S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, Washington 98661

Attn: Dick Spencer

Gentlemen:

Re: Columbia County Line-Burlington Section
Columbia River Highway
Contract No. 7578

This letter constitutes formal approval of your selection of crafts in which trainees are to be provided on the subject contract. At the preconstruction conference in Milwaukie on June 23, 1971, you indicated that the trainees would be furnished in the Operating Engineer, Teamster, and Laborer crafts.

We will notify you when we receive final approval from the Federal Highway Administration of your proposed training programs for the Operating Engineers, Teamsters and Laborers. This does not preclude your proceeding with work under the contract.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED

By
D E Swan
D. E. Swan
E.E.O. Engineer

DES:fr

bc: R. E. Simpson
A. E. Johnson
L. W. Rulien
Paul Barnhart

RECEIVED
JUL 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
JUL 15 1971
UTILITY UNIT
FOR FILING

OREGON STATE
HIGHWAY DIVISION

F-171 (14)

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 Phone 378-6511
7578

July 12, 1971

Board of Commissioners
Burlington Water District
Route 1 Box 550
Portland, Oregon 97231

Re: Water Facility Conflict
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County

NOTED
A. E. JOHNSON

ATTENTION: Mr. Bernard Safranski,
Secretary

Gentlemen:

Reference is made to our letter of June 28, 1971 which listed certain facilities owned by your district that were in conflict with the construction requirements of the subject project. Portions of that letter were in error and it is hereby rescinded.

Bids were received by the Oregon State Highway Commission on the above titled project on May 27, 1971. Certain water facilities owned by your district conflict with the construction requirements of the subject project and must be adjusted. These facilities are as listed below:

1. Four-inch cast iron water main in, under, and along the roadway from Station 255 to Station 274. In those areas where the line is not in direct conflict, it is still undesirable due to the danger of failure from construction work over it, and later, from regular highway traffic over it. On state highway R/W by permit No. 10629.

2. Service connection crossing highway at Station 267+90. On state highway R/W.

The above facilites are located on State Highway right of way by permit, and therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Memorandum PPM 30-4 dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

Further information concerning construction details may be secured from Resident Engineer Mr. P. R. Barnhart, P. O. Box 6217, Portland, Oregon 97231, telephone 286-5226. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction should be addressed to Mr. R. H. Rumbolz, Regional Utility Engineer, P. O. Box 02157, Portland, Oregon 97202, telephone 654-7741 extension 262.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosure
cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
Paul Barnhart
R. H. Rumbolz

RECEIVED
JUL 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 - 1971
FOR FILING

F-171(14)
7578

June 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7578
Prefix 26-1040
FAP F-171(14)

Dear Sir:

The work under Contract No. 7578, Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County, was started on June 28, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

for F. D. Morgan
Construction Engineer

VG:fw

RECEIVED
JUN 29 1971
UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

F-171(14)

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7578

June 28, 1971

Board of Commissioners
Burlington Water District
Route 1 Box 550
Portland, Oregon 97231

Re: Water Facility Conflict
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County

ATTENTION: Mr. Bernard Safranski,
Secretary

NOTED

NOTED

Gentlemen:

Bids were received by the Oregon State Highway Commission on the above titled project on May 27, 1971. Certain water facilities owned by your District conflict with the construction requirements of the subject project and must be adjusted. These facilities are as listed below:

1. Four-inch cast iron water main in, under, and along the roadway from Station 255 to Station 274. In those areas where the line is not in direct conflict, it is still undesirable due to the danger of failure from construction work over it, and later, from regular highway traffic over it. On state highway R/W by permit No. 10629.

2. Service connection crossing highway at Station 267+90. On state highway R/W.

The above facilities are located on public road right of way and, therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Memorandum PPM 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof. In accordance with your verbal request and confirmed by your letter of October 15, 1970, the relocation of the above conflicting water facilities has been included as an extra work item in the contract for the subject project.

It will be the obligation of the District to reimburse the State for any costs incurred in adjusting the District's facilities. The extra work order is presently being worked up by our Resident Engineer, Mr. Paul Barnhart, P. O. Box 6217, Portland, Oregon 97231, telephone 286-5226. Upon completion of the work order, you will be advised as to the estimated cost to relocate your water facilities.

Further information concerning construction details may be secured from Mr. Barnhart. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. R. H. Rumbolz, Regional Utility Engineer, P. O. Box 02157, Portland, Oregon 97202, telephone 654-7741 extension 262.

Very truly yours,

F. D. Morgan
Construction Engineer

By Jackson Cartwright
for T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosure
cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
Paul Barnhart
R. H. Rumbolz

RECEIVED
JUN 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 25 1971
FOR FILING

F-171(14)
7578

June 25, 1971

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7578 for work on the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1300 N. E. Irving Street
Portland, Oregon 97232

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
Paul Bernhart

Form E-26C—6M

F-171(14)
7578

STATE COPY G-1

APPROVED EFFECTIVE DATE 7-1-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 7-12-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Columbia Co. Line - Burlington	Date June 22, 1971
Highway Columbia River	Contract No. 7578
County Multnomah	Prefix 26 - 1040
Contractor S.D. Spencer and Son	F. A. Project No. F-171(14)
Address 4614 N.E. 72nd. Av. Vancouver, Washington 98661	Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Relocate Historical Marker

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JUL 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers: "L" 215 + 50

Estimate of quantities and cost:

$200.00 (Equipemnt, Materials and Labor)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

As per contract. Anticipated item included in original project authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$3,810,412.91	
Present estimate of project cost, including $200.00 for work under this order	$3,810,412.91	
Expected under-run over-run amount	$NONE	
Expected under-run over-run per cent	NONE	

Submitted by: Paul R. Barnhart
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved:
Deputy State Highway Engineer

7-14-71

RECEIVED
JUN 15 1971

E-171(14)
7577

June 15, 1971

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington   98661

Gentlemen:

Enclosed are three copies of Contract No. 7577 for $3,294,183.70 awarded to you by the State Highway Commission on June 1, 1971, for work on the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 26, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Enclosures

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
Paul Barnhart

RECEIVED
JUN 7 - 1971

F-171(14)
7578

June 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of June 1, 1971, is requested in the award of contract for the Columbia County Line-Burlington Section, Project No. F-171(14).

The contractor receiving the award is S. D. Spencer and Son, in the amount of $3,294,183.70, with Contract No. 7578 assigned. This bid was received on May 27, 1971 and awarded on June 1, 1971.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed as required for proper coordination with the Physical Construction Schedules.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway
Administration endorsement.

Date______________________________
I concur in the award.

R. E. Simpson
Division Engineer

DAR:jb

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JUN 3 - 1971
FOR FILING

F-171(14)

7578

June 2, 1971

S. D. Spencer and Son
4414 N. E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

The State Highway Commission on June 1, 1971 awarded to you State Highway Contract No. 7578 in the amount of $3,294,183.70 for the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County.

Contract forms will be sent to you for execution within the next few days.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of "...; the number of trainees to be trained in each selected classification ...." before you can commence construction. This shall be accomplished at the pre-construction conference and no work can be started until this matter is resolved.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Frank Morgan
I. D. Merchant
L. V. Rulien
Paul Barnhart
Wm. Geibel - SAIF

RECEIVED
MAY 26 1971
FOR [illegible]

F-171(14)

7578

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 25, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klahn
cy Edw
5-26-71

SUBJECT: Oregon Project F-171(14)
Columbia County Line-Burlington Section
Contractor's Access to Right of Way

The information furnished with Mr. Young's May 1~~6~~7 letter on the above subject has been reviewed and it has been determined to be in the public interest to proceed with this project although four Right of Way parcels will not be available to the contractor at the time of the award of the contract.

Young
5-26-71

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MAY 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 18 1971

FOR FILING

F-171 (14)
75.78

May 17, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Columbia Co. Line-Burlington Sec.
Oregon Project No. F-171(14)

Dear Sir:

We hereby request the requirements of paragraph 7c of PPM 21-12 and 10a of PPM 21-6.3 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated award date) be waived as being in the public interest for the above-mentioned project.

There are four right-of-way files involved in the restriction on this project listed as follows:

File	Owner	Location	Date Restriction Ends
43617	Rose Valley Pallet	Sta. 17+45	July 6, 1971
43619	Humble	Sta. 24+50	June 30, 1971
43624	Nash	Sta. 36+30	June 24, 1971
43625	Witham	Sta. 38+70	June 22, 1971

We plan to open bids for this project on May 27, 1971, with a probable award date of June 1, 1971, making a delay of 36 days to the project on the file with the latest availability date. The attached sketches delineate the restricted right of way outlined in red and show the area which the contractor must remain off until the dates as shown above. The contract specifications will contain the restrictive clause required in paragraph 6e of PPM 21-6.3.

The four files are all on the north end of the project in an area where the new alignment is outside the old right of way and not necessary for construction or maintenance of traffic for this short period of restriction. The area involved is only 6% of the length of the project and is all embankment construction which can be completed at another time during the life of the contract.

Mr. R. E. Simpson
May 17, 1971
Page 2

There are important advantages to award the contract at the scheduled time rather than delaying until the right of way is completely clear in that the contractor will have the full summer work period, the project is designed and ready for award, and the financing is available. The restriction will not cause any delay to the contractor in the final completion date or increase the cost of the overall project. Considering the above-mentioned facts, we feel it is in the public interest to continue advertising for bids to be received on May 27, 1971.

We have possession and right of entry for these files under Oregon law, but the court ordered the properties be left intact until the condemnation trial jury had an opportunity to see them. This problem was not anticipated at the time the project was originally advertised. Enclosed are two copies of a right-of-way sketch of the area involved. If further information is necessary, please advise.

Very truly yours,

R. L. Porter
State Highway Engineer

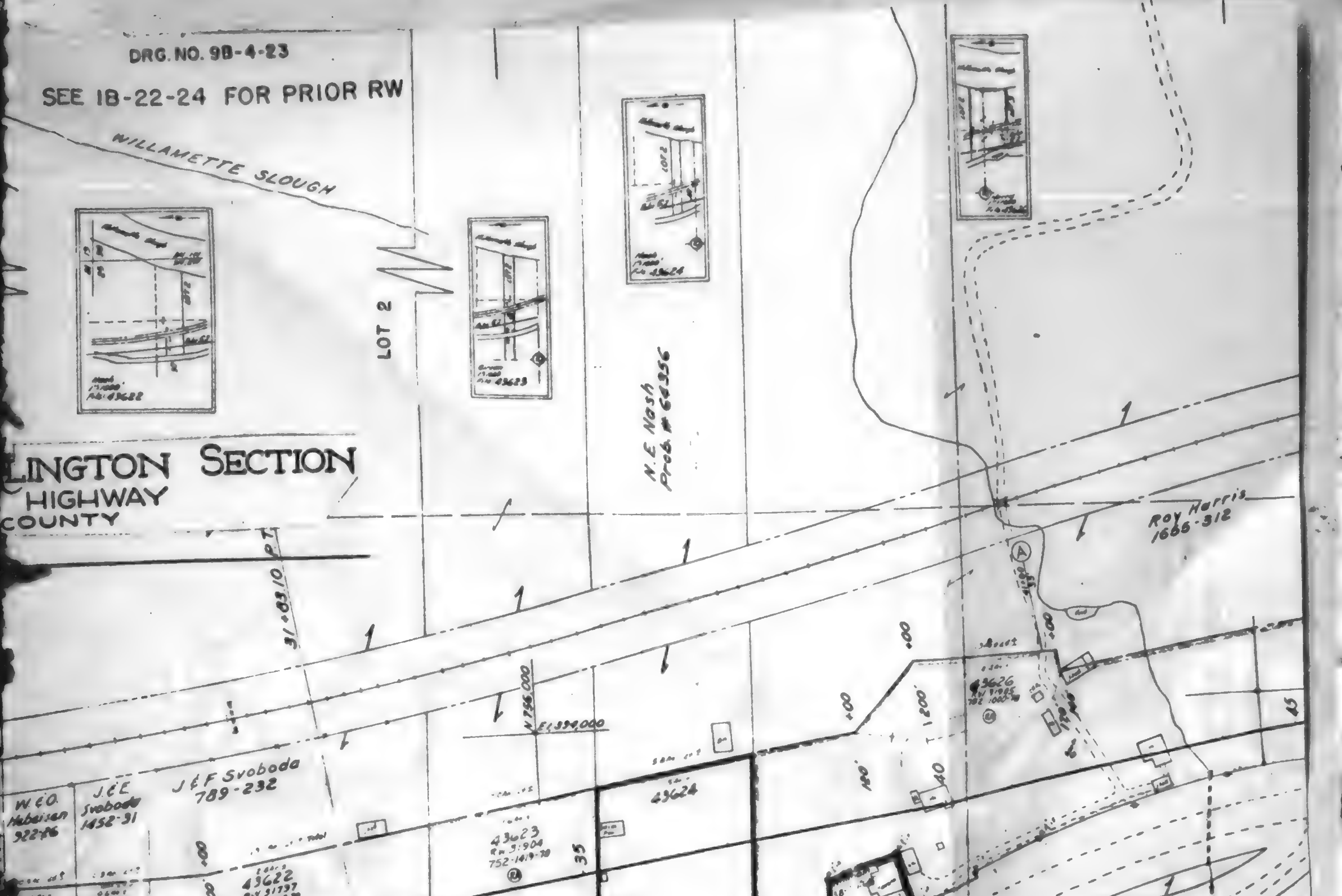
By

L. H. Young
Program and Planning Engineer

Attachments

DAR:ia

cc: F. B. Klaboe
F. L. Hall
D. H. Moehring
C. G. Swenson
R. N. Chase


DRG. NO. 9B-4-23
SEE 1B-22-24 FOR PRIOR RW
WILLAMETTE SLOUGH
LOT 2
LINGTON SECTION
HIGHWAY
COUNTY
N.E. Nash
Prob. # 64956
Roy Harris
1666-312
31+03.10 P.T.
N 756,000
E 1,394,000
W. & O. Habeisen
922-86
J. & E. Svoboda
1452-31
J & F Svoboda
789-232
43620
Deed
776-1900-71
43621
Rw 32009
758-410-70
43622
Rw 31737
760-466-70
43623
Rw 31904
752-1419-70
43624
43625
43626
35
40
45
J Svoboda
968-285
J & A. Estella Girven
1255-20
L & L Hood
1758-325
D & M Gobeury
518-340
E & D Harriman
1610-314
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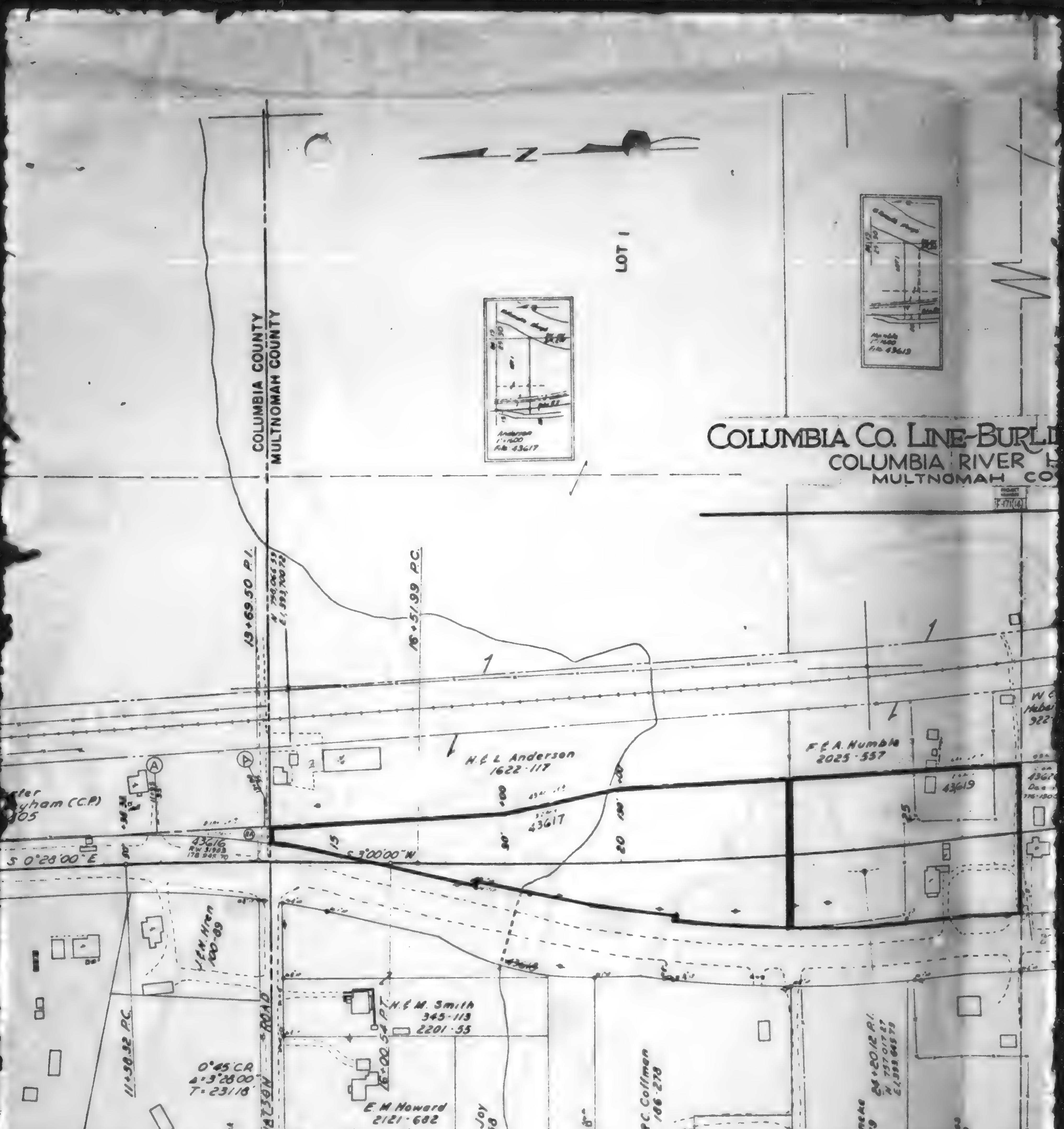N
LOT 1
COLUMBIA COUNTY
MULTNOMAH COUNTY
Anderson
1":1600
File 43617
Humble
1":1600
File 43619
COLUMBIA CO. LINE-BURL
COLUMBIA RIVER H
MULTNOMAH CO
F-171(14)
19+69.50 P.I.
16+51.99 P.C.
1
H. & L. Anderson
1622-117
43617
F. & A. Humble
2025-557
43619
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Y. & H. Hren
100-89
11+38.32 P.C.
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T 231.16'
WATSON ROAD
H. & M. Smith
345-113
2201-55
16+00.54 P.T.
E. M. Howard
2121-682
R. & N. Wallizer
2065-365
Mary A. Joy
1087-158
W. Joy
186-276
R.C. Collman
186-278
V. & E. Sundin &
R. & V. Sundin
411-234
E. & B. Wiencke
1346-379
24+20.12 P.I.
K. & C. Cross
1372-349

RECEIVED
MAY 1[illegible] 1971
UTILITY UNIT
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

F-171(14)

7578

May 13, 1971

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: John V. Mulcahy
Chief, Branch of Land

Re: Additional Advance Deposit
Transmission Line Relocation
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County
Your Reference: ELS
Contract No. 14-03-19551

Gentlemen:

The Federal Highway Administration and the State have reviewed the bids received by Bonneville Power Administration for the contract portion of the transmission line relocation required to accommodate the construction of the subject project and find the low bid of $82,786.00, submitted by Pettijohn Engineering Inc., 4145 S.E. Cully Boulevard, Portland, Oregon, acceptable. We hereby concur in the award of the contract work to Pettijohn Engineering Inc.

We are enclosing State check No. A114544 in the amount of $61,485.00 as additional advance deposit for the adjustment of your facilities. This brings the State's deposit with Bonneville Power Administration to a total of $152,195.00 as requested in your letter of May 3, 1971.

Your cooperation in awarding the contract and proceeding with your relocation at the earliest possible date is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
R. E. Simpson
V. L. Gallagher (2)
V. E. Skoog
L. W. Rulien
Paul Barnhart
John Sheldrake
R. H. Rumbolz

NOTED
A. E. JOHNSON

RECEIVED
MAY 1[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

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UTILITY UNIT 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

F-171(14)

7578

May 10, 1971

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. John V. Mulcahy
Chief, Branch of Land

Re: Transmission Line Adjustment
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County
Your Reference: BLS Contract
No. 14-03-19551

Gentlemen:

Your revised estimate for the adjustment of your facilities on this project, as contained in your letter of May 3, 1971, has been approved by the State and the Federal Highway Administration.

The State's Force Order covering the additional funds, $61,485, to be deposited with Bonneville Power Administration is presently being processed, and a Warrant for this amount will be forwarded within a few days. This will bring the State's deposit with Bonneville Power Administration to a total of $152,195 as contained in your estimate of May 3, 1971.

It is our understanding that you will proceed with the awarding of the contract portion and ordering of materials upon receipt of the State's additional deposit.

NOTED
A. E. JOHNSON

RECEIVED
MAY 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: A. E. Johnson
R. E. Simpson
V. E. Gallagher w/attach (2)
V. E. Skoog w/attach (1)
L. W. Rulien w/attach (1)
Paul Barnhart
John Sheldrake
R. M. Rumbolz

Note to Mr. Rulien: A Supplemental State Force Order has been prepared for the subject work.

Files

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MAY 11 1971

FORM PR-1240 (REV. 1-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FILING

FEDERAL AID PROJECT NO.: F-171(13)

STATE PROJECT NO.: COLUMBIA COUNTY LINE - BURLINGTON SECTION

COUNTY NAME: MULTNOMAH

PROGRAM STAGE (Check): ☐ 1 ☒ 2

PROGRAM NO.:

ITEM NO.: P-492

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

5-7-71

TO:
F-171(14)
7578

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Johnson
orig to Morgan
cy to Green
5-10-71

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: FEBRUARY 4, 1971

FEDERAL ROUTE NUMBER: FEDERAL AID PRIMARY ROUTE #1

STATE ROUTE NUMBER: STATE PRIMARY ROUTE #2

LIMITS OF AUTHORITY

OUR FEBRUARY 4, 1971 AUTHROIZATION LETTER AUTHORIZED YOU TO PROCEED WITH ADJUSTMENTS IN BONNEVILLE POWER ADMINISTRATION POWER LINES ON THE SUBJECT PROJECT ON AN ACTUAL COST BASIS ESTIMATED TO BE $90,710.00. AS REQUESTED IN MR. LITCHFIELD'S MAY 5, 1971 LETTER, APPROVAL TO INCREASE THIS ESTIMATE BY $61,485.00 TO A TOTAL OF $152,195.00 IS GRANTED EFFECTIVE FEBRUARY 4, 1971.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) UTILITY ADJUSTMENT.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AS REQUESTED IN MR. LITCHFIELD'S LETTER OF MAY 4, 1971 WE APPROVE YOUR CONCURRENCE IN THE AWARD OF A CONTRACT TO THE PETTIJOHN ENGINEERING COMPANY INC., OF PORTLAND ON THE LOW BID OF $82,786.00.

NOTED
TOM EDWARDS

RECEIVED
MAY 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE: 5-7-71

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

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FOR FILING

NOTED
A. E. [illegible]

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

F-171(14)

7578

May 5, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Re: Transmission Line Adjustment
Bonneville Power Administration
Columbia County Line-Burlington Section
Columbia River Highway
Oregon Project No. F-171(13)

Dear Sir:

Reference is made to your memorandum dated February 4, 1971, which approved the Trust Agreement between the State and Bonneville Power Administration for the adjustment of their transmission line in conflict with the subject project and to our letter of May 4, 1971 transmitting bids received by Bonneville Power Administration for the contract portion of their transmission line adjustment.

Attached hereto are two copies of a revised estimate of cost, dated May 3, 1971, for the adjustment of Bonneville Power Administration's transmission line facilities in conflict with the subject project. The facilities to be adjusted are as set forth in Bonneville Power Administration's Trust Agreement submitted to you by our letter of January 29, 1971.

The revised estimate was necessitated by the increased cost of the contract portion of Bonneville Power Administration's proposed adjustment.

Your approval of our concurrence in the low bid of $82,786.00, received from Pettijohn Engineering Company Inc., for the contract work was requested by our letter of May 4, 1971.

The item in Bonneville Power Administration's estimate for "Clearing, Construction and Removal" includes the low bid of $82,786.00, plus $14,290 for engineering inspection and $1,440 for contractural contingencies. The costs for Survey, Design, Material, Land, and Material Handling are the same as contained in Bonneville Power Administration's revised estimate and are the same as contained in their original estimate.

Your approval of the revised estimate and authorization of Federal-aid participation, under the provisions of PPM 30-4, is requested. Bonneville Power Administration advises that they will not award the contract work until the additional funds, $61,485,aredeposited. Therefore, your earliest attention to this matter is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
V. E. Skoog
V. L. Gallagher
L. W. Rulien
Paul Barnhart
R. H. Rumbolz

RECEIVED
MAY 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

F-171(14)

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7578

TOM McCALL
GOVERNOR

May 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Re: Transmission Line Adjustment
Bonneville Power Administration
Columbia County Line-Burlington Section
Columbia River Highway
Oregon Project No. F-171(13)

NOTED
A. E. JOHNSON

Dear Sir:

Reference is made to your memorandum dated February 4, 1971, which approved the Trust Agreement between the State and Bonneville Power Administration for the adjustment of their transmission line in conflict with the subject project.

Attached hereto is the following data pertaining to this project:

1. Two copies of Bonneville Power Administration's Engineer Estimate for the contract portion of their relocation work.
2. Two copies each of the three low bids for the contract work.
3. Two copies each of a bid analysis prepared by Bonneville Power Administration.

This office was notified on April 28, 1971, that bids had been received for the contract portion of Bonneville Power Administration's adjustment and that the apparent low bid for this work was $82,786.50. The Engineer's Estimate for the contract work, as revised, was $57,935. A meeting with Bonneville Power Administration was requested for April 29, 1971 to discuss the considerable difference between the low bid and the Engineer's Estimate. At that meeting, the State was presented with the bid analysis listed above. This analysis indicates that the major difference in cost occurred in the items for clearing, conductor stringing, conductor removal, and wood pole removal.

It is the State's opinion that re-advertising for the contract portion of Bonneville Power Administration's relocation would not result in a lower bid. Your approval of our concurrence in the low bid of $82,786.50 is requested.

F. D. Morgan
Construction Engineer
By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:dl
cc: A. E. Johnson
V. E. Skoog
V. L. Gallagher
L. W. Rulien
Paul Barnhart
R. H. Rumbolz

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MAY 10 1971
LEE JOHNSON
ATTORNEY GENERAL
FOR FILING

F-171 (14)
7578

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
MICHAEL GILLETTE
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD
JAMES F. LARSON
JOHN R. MCCULLOCH
FRANK G. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
GEORGE E. ROHDE
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

May 3, 1971

Mr. Tom Edwards
Deputy State Highway Engineer
State Highway Building
Salem, Oregon 97310

Klaboe
cy Young
5-5-71

NOTED
F. B. [illegible]

Re: Burlington-Columbia County Line Section
Hwy. Commission v. Carter (L-6390 R-43916)
Hwy. Commission v. Humble (L-6353 R-43619)

Dear Mr. Edwards:

I was successful in having the Carter case involving the golf course substituted for the Frank Humble case, so that the Carter case will be tried beginning May 19, 1971. The Humble case will be tried on the original Carter case date, namely June 23, 1971.

There is some risk in trying the Carter case on short notice, in that Mr. Mead advises that his claim may be $200,000. However, Mr. Lindas advised me of the urgency of the situation.

Very truly yours,

LEE JOHNSON
Attorney General

Les Hampton
Leslie B. Hampton
Assistant Attorney General
Trial Division

LBH:mjg
cc- D. H. Moehring
L. I. Lindas

NOTED
TOM EDWARDS

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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UTILITY UNIT
MAY 4 - 1971

NOTED
A. E. [illegible]

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HIGHWAY DIVISION**

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TOM McCALL
GOVERNOR

F-171(14)
7578

April 23, 1971

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. John V. Mulcahy
Chief, Branch of Land

Re: Transmission Line Easement
Columbia County Line-Burlington
Section
Columbia River Highway
Multnomah County
Your File No. ELS, Contract
No. 14-03-19551

Gentlemen:

Attached hereto is a signed copy of the Real Estate Option covering highway right of way and transmission line easement for the Leo H. and Eva Kaptur (Frank D. and Joann M. Simmons, C.P.) property.

This is being submitted per your verbal request of April 21, 1971.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosure

cc: A. D. Johnson
D. H. Moehring
Ken Rolfe
Paul Barnhart
Dick Rumbolz

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UTILITY UNIT
MAY 5 - 1971
FOR FILING
E-171(14)
7572

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

April 22, 1971

Rose Valley Telephone Company
Scappoose, Oregon 97056

ATTENTION: Mr. Norman A. Howerton

Re: Telephone Line Conflicts
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on April 30, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted.

Attached hereto is a list of conflicts totaling twenty-three (23) in number, all of which are located on public road right of way and, therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. Jack Hesla, 5821 N. E. Glisan, Portland, Oregon 97213. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. Paul R. Barnhart, P. O. Box 6217, Portland, Oregon 97231, telephone 286-5226, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Barnhart. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Hesla.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures

cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
Paul Barnhart
Jack Hesla

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LIST OF CONFLICTS

Utility: Rose Valley Telep[illegible]e Company
Project: Columbia County Line-Burlington
Highway: Columbia River Highway
County: Multnomah

Sheet 1 of 1 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
ephone Pole	"D" 13+60	20'	E	X	All poles joint with PNB	Jt. with PNB Sheet #3
" " #832	"D" 15+15	10'	E	X		" "
" " #831	"D" 17+20	35'	W	X		" "
" " #830	"D" 18+95	55'	W	X		" "
" " #829	"D" 20+65	85'	W	X		" "
" " #828	"D" 21+95	45'	W	X		" "
" " #827	"D" 23+50	90'	W	X		" "
" " #826	"D" 25+00	135'	W	X		" #4
" " #815	"L" 42+55	65'	W	X		" "
" " #814	"L" 43+90	50'	W	X		" "
" " #813	"L" 45+80	65'	W	X		" "
" " #812	"L" 47+00	50'	W	X		" "
" " #811	"L" 48+05	65'	W	X		" "
" " #795	"L" 70+00	60'	W	X		" #5
" " #794	"L" 72+50	30'	W	X		" "
" " #792	"L" 75+00	5'	W	X		" "
" " #791	"L" 76+65	5'	E	X		" "
" " #789	"L" 79+90	10'	E	X		" "
" " #787	"L" 83+15	10'	E	X		" "
" " #785	"L" 86+35	15'	E	X		" #6
" " #783	"L" 89+60	20'	E	X		" "
" " #781	"L" 92+85	30'	E	X		" "
" " #779	"L" 96+00	60'	E	X		" "

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OREGON STATE
HIGHWAY DIVISION

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F-171(11)
7598

NOTED

April 22, 1971

Pacific Northwest Bell Telephone Company
421 S. W. Oak Street
Portland, Oregon 97204

Re: Telephone Line Conflicts
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County

ATTENTION: Right of Way Supervisor

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on April 30, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted.

Attached hereto is a list of conflicts totaling fifty-five (55) in number, all of which are located on public road right of way and, therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. Jack Hesla, 5821 N.E. Glisan, Portland, Oregon 97213, telephone 229-6943. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. Paul R. Barnhart, P. O. Box 6217, Portland, Oregon 97231, telephone 286-5226, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Barnhart. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Hesla.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures

cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
Paul Barnhart
Jack Hesla

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LIST OF CONFLICTS

Utility: Pacific Northwest [illegible]ll Telephone Company
Project: Columbia County Line-Burlington
Highway: Columbia River Highway
County: Multnomah

Sheet 1 of 3 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
lephone pole	"D" 13+60	20'	E	X		Jt. with Rose Valley Tel. Co. Sheet #3
" "	"D" 13+95	35'	E	X		Sheet 3
" " #832	"D" 15+15	10"	E	X	Joint with Rose Valley Telephone Company	" "
" " #831	"D" 17+20	35'	W	X		" "
" " #830	"D" 18+95	55 '	W	X		" "
" " #829	"D" 20+65	85'	W	X		" "
" " #828	"D" 21+95	95'	W	X		" "
" #827	"D" 23+50	90'	W	X		" #4
" " #826	"D" 25+00	135'	W	X		" "
" " #815	"L" 42+55	65'	W	X		" "
" " #814	"L" 43+90	50'	W	X		" "
" " #813	"L" 45+80	65'	W	X		" "
" " #812	"L" 47+00	50'	W	X		" "
" " #811	"L" 48+05	65'	W	X		" "
" " #795	"L" 70+00	60'	W	X		" #5
" " #794	"L" 72+50	30'	W	X		" "
" " #792	"L" 75+00	5'	W	X		" "
" " #791	"L" 76+65	5'	E	X		" "
" " #789	"L" 79+90	10'	E	X		" "
" " #787	"L" 83+15	10'	E	X		" "
" " #785	"L" 86+35	15'	E	X		" #6
" " #783	"L" 89+60	20'	E	X		" "
" " #781	"L" 92+85	30'	E	X		" "
" " #779	"L" 96+00	60'	E	X		" "
" " #752	"L" 130+00	65'	E	X		" #7
" " #750	"L" 132+30	65'	E	X		" "

LIST OF CONFLICTS

Utility: Pacific Northwest Bell Telephone Company
Project: Columbia County Line - Burlington
Highway: Columbia River Highway
County: Multnomah

Sheet 2 of 3 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
elephone pole #748	"L" 135+30	60'	E	X		Sheet #7
" " #746	"L" 137+00	60'	E	X		" "
" " #743	"L" 139+70	65'	E	X		" "
" " #741	"L" 142+05	75'	E	X		" "
" " #738	"L" 144+20	80'	E	X		" "
" " #732	"L" 150+50	20'	E	X		" #8
" " #730	"L" 153+70	20'	W	X		" "
" "	"L" 155+40	80'	W	X		" "
" " #727	"L" 157+05	95'	W	X		" "
" " #725	"L" 159+20	90'	W	X		" "
" " #724	"L" 160+80	60'	W	X		" "
" " #722	"L" 163+80	10'	E	X		" "
" " #720	"L" 167+20	50'	E	X		" "
" " #718	"L" 169+15	55'	E	X		" "
" " #718A	"L" 169+10	0.0		X		" "
" " #716	"L" 171+75	75'	E	X		" "
" " #714	"L" 174+00	65'	E	X		" "
" " #713	"L" 175+15	60'	E	X		" #9
" " #711	"L" 177+00	65'	E	X		" "
" " #709	"L" 179+30	60'	E	X		" "
" " #707	"L" 181+50	55'	E	X		" "
" "	"L" 181+50	10'	W	X		" "
" " #686A	"L" 206+40	10'	W	X		" #10
" " #681	"L" 213+00	65'	E	X		" "
" " #679	"L" 215+00	65'	E	X		Possible conflict
" " #657	"L" 247+35	55'	E	X		" #11

LIST OF CONFLICTS

Utility: Pacific Northwe Bell Telephone Company
Project: Columbia County Line- Burlington
Highway: Columbia River Highway
County: Multnomah

Sheet 3 of 3 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Telephone pole #657-2	"L" 252+35	50'	E	X		Sheet #11
" " #652	"L" 255+55	45'	E	X		" "
Conduit Xing	"L" 225+20	0.0		X		" #10

RECEIVED
MAY 5 - 1971
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NOTED
JOHNSON

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

F-171(14)

7 11

April 22, 1971

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

Re: Power Line Conflicts
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County

ATTENTION: Mr. Roger W. Sharp

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on April 30, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted.

Attached hereto is a list of conflicts totaling sixty (60) in number. Fifty (50) of the conflicting poles are located on public road right of way and ten (10) on private property. Reimbursement will be made for the relocation of the poles located on private property. Reimbursement is made pursuant to State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for the reimbursable work only and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. Jack Hesla, 5821 N.E. Glisan Street, Portland, Oregon 97213 at the earliest possible date in order to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded throug this office to the Director of Permits for the issuance of any necessary permits.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. Paul R. Barnhart, P. O. Box 217, Portland, Oregon 97231, telephone 286-5226, BEFORE ENTERING ON

ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Barnhart. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Hesla.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures

cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
Paul R. Barnhart
Jack Hesla

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LIST OF CONFLICTS

Utility: Portland General Electric Company
Project: Columbia County Line-Burlington
Highway: Columbia River Highway
County: Multnomah

Sheet _____ of _____ Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Map 3224 Guy pole #67	"D"14+00	20 feet	East	X		#3
Map 3225 Guy pole #1049	"D"22+95	90 feet	West	X		Sheet #3
Power pole *	"D"39+25	50 feet	West		X	Sheet #4
Map 3229 Guy pole #41	"L"48+40	65 feet	West	X		Sheet #4
Telephone pole #792	"L"75+00	0.0		X		Sheet #5 Jt. with Tel. Co.
Telephone pole #729	"L"96+00	55 feet	East	X		Sheet #6 Jt. with Tel. Co.
Power pole #705	"L"96+60	30 feet	West	X		Sheet #6
Power pole #706	"L"99+80	0.0		X		Sheet #6
Power pole #707	"L"103+00	60 feet	East	X		Sheet #6
Power pole #708	"L"103+55	125 feet	East	X		Sheet #6
Power pole #338	"L" 159+30	85 feet	West	X		Sheet #8
Power pole #388	"L" 166+50	35 feet	West	X		Sheet #8
Power pole *	"L"168+45	25 feet	West		X	Sheet #8
Power pole #383	"L"170+20	0.0		X		Sheet #8
Power pole #382	"L" 173+69	0.0		X		Sheet #8
Power pole #381	"L" 176+40	0.0		X		Sheet #9
Power pole #380	"L" 179+40	0.0		X		Sheet #9
Power pole #379	"L" 182+45	0.0		X		Sheet #9
Power pole #378	"L"185+45	0.0		X		Sheet #9
Power pole #377	"L" 188+95	0.0		X		Sheet #9
Power pole #376	"L" 191+95	0.0		X		Sheet #9
Power pole #375	"L"195+60	0.0		X		Sheet #9
Power pole #374	"L"198+10	0.0		X		Sheet #9
Power pole #373	"L"199+55	0.0		X		Sheet #9
Power pole #372	"L"201=90	0.0		X		Sheet #9
Power pole #371	"L"203+85	0.0		X		Sheet #9

LIST OF CONFLICTS

Utility: Portland General ectric Company
Project: Columbia County Line-Burlington
Highway: Columbia River Highway
County: Multnomah

Sheet 2 of 3 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Power pole #370	"L" 206+40	10 feet	West	X		Sheet #10
Power pole #369	"L" 209+40	10 feet	West	X		Sheet #10
Power pole #368	"L" 211+90	10 feet	West	X		Sheet #10
Power pole #367	"L" 214+40	15 feet	West	X		Sheet #10
Power pole #424	"L" 218+30	15 feet	West	X		Sheet #10
Power pole #423	"L" 221+50	15 feet	West	X		Sheet #10
Power pole #422	"L" 225+00	15 feet	West	X		Sheet #10
Power pole #421	"L" 227+35	75 feet	West	X		Sheet #10
Power pole #420	"L" 233+70	60 feet	West	X		Sheet #10
Power pole #419	"L" 236+65	20 feet	West	X		Sheet #11
Power pole #417	"L" 238+20	20 feet	West	X		Sheet #11
Power pole #416	"L" 241+50	15 feet	West	X		Sheet #11
Power pole #415	"L" 244+30	20 feet	West	X		Sheet #11
Power pole #1151	"L" 246+80	60 feet	West	X		Sheet #11
Power pole #414	"L" 248+35	35 feet	West	X		Sheet #11
Power pole #771	"L" 248+15	50 feet	East	X		Sheet #11
Power pole #413	"L" 252+30	35 feet	West	X		Sheet #11
Power pole #412	"L" 255+25	35 feet	West	X		Sheet #11
Power pole #411	"L" 258+30	40 feet	West	X		Sheet #11
Power pole #410	"L" 261+05	45 feet	West	X		Sheet #11
Power pole #409	"L" 264+00	45 feet	West	X		Sheet #11
Power pole #408	"L" 267+00	45 feet	West	X		Sheet #12
Power pole #407	"L" 270+15	50 feet	West	X		Page #12
Power pole #66	"L" 273+00	50 feet	West	X		Page #12
Power pole #67	"L" 275+90	50 feet	West	X		Sheet #12
Power pole #1940	"L" 277+60	50 feet	West	X		Sheet #12

LIST OF CONFLICTS

Utility: Portland General [illegible]ectric Company
Project: Columbia County Line-Burlington
Highway: Columbia River Highway
County: Multnomah

Sheet 3 of 3 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Service Pole *	"D" 27+00	45 feet	West		X	
Service Pole *	"D" 28+00	0.0			X	
Service Pole *	"D" 48+30	125 feet	East		X	
Service Pole *	"D" 49+50	100 feet	East		X	
Power pole	66+60	200 feet	West		X	Possible conflict
Power pole	93+30	70 feet	West		X	Possible conflict
Service Pole *	159+30	0.0			X	
Service Pole *	199+60	50 feet	West		X	

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APR 26 1971
FOR FILING

F-191(14)
7578

Salem, Oregon
April 21, 1971

Mr. Leonard Lindas
Assistant Attorney General

Mr. Porter has delayed reading bids on the Columbia County Line-Burlington Section of the Lower Columbia River Highway until May 27, 1971.

Please use any means at your command to expedite the files on these cases. Our judgment is that the Golf Course case (Carter) is the key one. If at all possible, move it up on the calendar.

Tom Edwards
Deputy State Highway Engineer

TE:ja

cc Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Box 300
Salem, Oregon 97308

R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. H. Moehring (enc. map)

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APR 20 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

F-172(14)
7578

April 16, 1971

Burlington Northern, Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

4094

ATTENTION: Mr. H. F. Moy

Re: Deferred Construction Period
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County
Your File: RFA S 101-70

Gentlemen:

Your undated letter to Mr. R. L. Porter which was received in his office on April 14, 1971 concerning this subject, has been referred to me for reply.

This is to advise that the State hereby confirms the date of March 18, 1971 as the beginning of the "Deferred Construction" period set forth in Paragraph XVII of the Railroad-State Agreement, dated March 2, 1970.

Whenever you find it necessary to perform any extraordinary maintenance (deferred construction) on this section, it would be appreciated if you would advise our Resident Engineer Mr. Paul R. Barnhart, 7900 N.W. St. Helens Road, Portland, Oregon 97229, telephone 286-5226.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl

cc: F. B. Klaboe w/ letter
L. W. Rullen
P. R. Barnhart
R. H. Rumbolz

RECEIVED
APR 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Edwards

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 Northwest Hoyt Street
Portland, Oregon 97207
Telephone (503) 228-9111

Kleehan

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Gentlemen:

RE: Construction Agreement Columbia County Line, Burlington Section, Columbia River Highway, Multnomah County.

Reference is being made to the above section of highway and the construction agreement between the State of Oregon and the Spokane, Portland and Seattle Railway, dated March 2, 1970.

This is to inform you that under Article XVII of the agreement, operation over the relocated railway was commenced on March 18, 1971. The "deferred construction" period as stated in said agreement will begin on this date.

Very truly yours,

H F Moy

H. F. Moy
Regional Manager Engineering

DM/fc

File: RFA S 101-70

Routing

Morgan		Pease
Decker	RECEIVED	Swan
Bond	APR 15 1971	Glenn
Walker	CONSTRUCTION DIVISION	Litchfield
Boehme		Gallegher
Johnsen		Stein

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APR 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 20 1971
FOR FILING

FORM PR-1240

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-13-71

FEDERAL AID PROJECT NO. F-171(14)

STATE PROJECT NO. COLUMBIA COUNTY LINE - BURLINGTON SECTION

COUNTY NAME MULTNOMAH

PROGRAM NO.

ITEM NO. F-497

PROGRAM STAGE (Check) ☐ 1 ☒ 2

FROM:
R. E. SIMPSON, DIVISION ENGINEER
~~SALEM, OREGON~~

TO:
F-171(14)
7578

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

M Edw 4-20-71

4-21-71
Young
w/ enc.

RECEIVED
APR 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE PS&E APPROVED APRIL 7, 1971	DATE AUTHORIZATION EFFECTIVE APRIL 7, 1971	FEDERAL ROUTE NUMBER FEDERAL AID PRIMARY ROUTE #1 STATE ROUTE NUMBER STATE PRIMARY ROUTE #2

LIMITS OF AUTHORITY
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $20,000; RAILROAD PROTECTIVE SERVICES IN AMOUNT OF $8,000; ON THE JOB TRAINING IN AMOUNT OF $4,000 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF $5,000 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) CONTRACTOR'S FLAGGING $20,000
RAILROAD PROTECTIVE SERVICES $8,000
ON THE JOB TRAINING $4,000
TEMPORARY EROSION CONTROL $5,000

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. YOUNG'S APRIL 2, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

IT IS UNDERSTOOD THAT THE LONG TEMPORARY CONNECTION BETWEEN STATION 11+00 AND STATION 41+39.12 WILL BECOME A RAMP FOR AN INTERCHANGE THAT WILL BE CONSTRUCTED UNDER A FUTURE PROJECT.

OUR AUTHORIZATION IS CONDITIONED ON THE FOLLOWING:

YOUR OBTAINING RIGHT TO ENTER AND RIGHT TO USE RIGHT OF WAY PARCELS '43629 - KENDALL LUMBER COMPANY; '43631 -'YETT; 44965 - YMCA; 43619 - HARMON; 43646 - MORFITT AND 43624 - NASH, PRIOR TO YOUR REQUEST FOR OUR CONCURRENCE IN AWARD.

YOUR FURNISHING A CERTIFICATION THAT ALL NECESSARY ARRANGEMENTS HAVE BEEN MADE FOR THE RELOCATION OF ALL UTILITY FACILITIES IN CONFLICT WITH THE HIGHWAY CONSTRUCTION, PRIOR TO YOUR REQUEST FOR OUR CONCURRENCE IN AWARD.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE 4-13-71	SIGNATURE OF APPROVING OFFICIAL T. K. Green	TITLE Fr DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
APR 9 - 1971
FOR

Form [illegible] (12-67)

F-171 ([illegible])
7578

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
April 8, 1971

SUBJECT: Files 43619; 43624; 43625; 43916
Columbia Co. Line - Burlington Section
Columbia River Highway
Multnomah County

To: Mr. Leonard Lindas
Asst. Atty. Gen. & Counsel

LEGAL

The files listed above involve improvements on which the State has given Notice of Possession 90 days prior to the following dates:

File 43619 - February 4, 1971

File 43624 - February 4, 1971

File 43625 - April 6, 1971

File 43916 - March 22, 1971

These owners are being represented by Mr. George Mead who has refused to give the State possession. The contract on this project is presently scheduled and being advertised for April 29, 1971, and the Federal Highway Administration has informed us that we must have possession by April 21, 1971 or we will not be allowed to open bids.

We request that you ask the Court to require Mr. Mead to give possession.

For your information, when Mr. Sheridan called to discuss possession on File 43625, he received the impression that Mrs. Julia Buzard would like to settle the file for our offered amount.

ORIGINAL SIGNED
JOHN R. OAKES

NOTED
TOM EDWARDS

John R. Oakes
Assistant Right of Way Engineer

JRO:ph

cc Tom Edwards✓
F. B. Klaboe
L. H. Young

RECEIVED
APR 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 7 - 1971

FOR FILING

F-171 (14)
75-28

April 2, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Complete P.S. & E. documents have been submitted to your department for each of the following Federal-Aid Projects, and accordingly, we are requesting your authorization to advertise for bids to be received on April 29, 1971.

I-5-2(65)100	Canyonville Interchange Section
I-5-2(67)59	Jumpoff Joe Creek-Grants Pass Section
I-5-2(68)109	Myrtle Creek Interchange Section
I-80N-6(47)265	La Grande-Ladd Canyon Section
I-80N-6(48)217	E. Unit, Pendleton-Emigrant Hill Section
U-168(25)	Ross Island Bridge-Reedway Street Section
F-171(14)	Columbia Co. Line-Burlington Section
T-5005(2)	3rd Street at Wilson Ave. (Bend) Section
T-5007(1)	N.W. Walnut Blvd.-N.W. Taft Ave. (Corvallis) Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliancy with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on these projects.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12 and IM 80-1-68.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

3-29-71

TRANSACTION NUMBER 4-1

FORM PR-48
(REV. 7-57)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 3-29-71
BY (Signature): MR. YOUNG'S MARCH 23, 1971 LETTER
TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 497 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
497	F-171(14)	4.55	4,050,000	2,570,000	LOCATION: COLUMBIA COUNTY LINE TO BURLINGTON SECTION. WORK: GRADE, DRAIN, HIGH TYPE PAVEMENT ON 4 LANES WITH 16' MEDIANS. Young 4-5-71

REMARKS (Division)

RECEIVED
APR 5 - 1971
FOR FILING

F-171(14)
7578

NOTED
F. B. KLABOE

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECOMMENDED
DATE
SIGNATURE AND TITLE

APPROVED
DATE: 3-29-71
SIGNATURE AND TITLE: R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

ECEIVE
MAR [illegible] 1971
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

F-171 (19)
7578

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

March 24, 1971

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. John V. Mulcahy
Chief, Branch of Land

Re: Transmission Line Easements
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County
Your File No. ELS, Contract No. 14-03-19551

Gentlemen:

Bonneville Power Administration is hereby authorized to exercise the transmission line easement rights obtained by the State under the following State Highway Right of Way Files:

NOTED
A E JOHNSON

43636
43637
43638
43639
43648
43649
43650

43652
43653
43654
43655
43657
43658

43659
43660
44134
44322
44411
45065

Possession of transmission line easements, for which the State is having to file condemnation proceedings, have been taken as follows:

File No.	Possession Date
43637	2-4-71
43638	1-26-71
43649	3-8-71
43659	1-25-71

A review of our files indicates that an option was signed for the power line easement being acquired under our Right of Way File No. 43660. This option should have been included in our transmission of March 17, 1971.

If further information concerning this file is required, please contact this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
for Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
D. H. Moehring
L. W. Rulien
Ken Rolfe
Paul Barnhart
Dick Rumbolz

RECEIVED
MAR 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 30 1971

FOR FILING

F-171(14)
7578

March 23, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one project, Item 497, Project No. F-171(14), Columbia County Line-Burlington Section, which we desire to have included in the Federal Aid Primary Highway Program.

Copies of State and District Clearinghouse approvals were sent to you with project data for F-171(12).

We intend to receive bids for this project on April 29, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:ia

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	FEDERAL-AID P
DATE SUBMITTED TO W.O.	3-23-71	(PPM

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US30 0.5 mi. S. Columbia Co. Line S. 4.55 mi. 21 65	ADT	PRESENT 7,500	FUTURE 14,200 (66) (70)	YE 9 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr. & High-Type Pave. 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME Mu	
	NAME OF URBAN AREA 17-31	ROUTE NO. P	FEDERAL- 1

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(18	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		US30 0.52 mi. S. of Columbia Co. Line, S. 4.55 mi.			
5					ROW					
5					CONST (CODE) 6203		(Columbia Co. Line-Burlington Section)	4.55	4,050,000	2,570,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	4.55	4,050,000 (16) (23)	2,570,000 (24)
1	14	PROGRAM APPROVAL DATES				

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3-23-71

4.55 mi. 65	ADT	PRESENT 7,500	FUTURE 14,200 (68) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 012 (4) (9)	ITEM NO. 497 (14) (18)

(66)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 F- 23	NUMBER 7 171	SEQ. NO. (14) 13

I. Projects Only
POST MI. DESIG. (24) (26) 27

COUNTY NAME Multnomah CODE 051 (15) (16)

ROUTE NO. P FEDERAL-AID 1 (32) STATE 2W (36) (37) U.S. 30 (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (55)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
e- n)	4.55	4,050,000	2,570,000	1,480,000	
JECT TALS	4.55	4,050,000 (16) (23)	2,570,000 (24) (33)	1,480,000	

CHARACTER OF PROPOSED WORK
(Full description)

Grade, Drain, 4-12' lanes H.T. pave. with 16' median and 10' shoulders, access roads with 2-10' lanes, R.R. protective service.

ROW - 200' min.; Access control - partial; Parking restrictions - none.

REMARKS

Additional Data: Items 485 & 492; Projects F-171(2) & F-171(13), respectively.

-over-

USCOMM DUSCOMM-DC 48905-P61

COLUMBIA COUNTY LINE-BURLINGTON SECTION

COLUMBIA RIVER HIGHWAY

Project No. F-171(14)

Project Data:

The proposed project consists of grade and drain four 12-foot lanes bituminous pavement with 10-foot shoulders, and 16-foot median area providing left-turn refuges. There are 4 access roads with a surface width of 20 feet varying in length from 300 to 600 feet, also signing and railroad protective service. The roadway construction north of end Station 41+39 will ultimately be used as a one-way exit ramp for the interchange at Sta. 20 when the main roadway is constructed on revised alignment in the future.

Utility work is programmed in Project F-171(13) and railroad work is programmed in Project F-171(12). Railroad protective service for this project will be claimed up to the estimated amount of $8,000.

Unusual Circumstances: We plan to require 5 trainees on this project, as set forth in FHWA Order, Interim 7-2(2).

Airports, Water Development, System Action - None involved.

Public Hearing - Held September 3, 1969.

Location/Design Approved - November 17, 1969.

State Clearinghouse Approved - March 5, 1970.

District Clearinghouse Approved - April 17, 1970.

Section 204 Review by CRAG - April 17, 1970.

Railroad Agreement Furnished - March 20, 1970.

RECEIVED
MAR 23 1

FOR FILING
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310
Phone 378-6511

TOM McCALL
GOVERNOR

F-171(14)
7578

March 22, 1971

Burlington Northern Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Encroachment Map and Cross Sections
Columbia County Line-Burlington Section
Columbia Highway
Multnomah County
Your File A 37-1

NOTED
F.B. KLABOE

Gentlemen:

Herewith you will find six (6) prints each of the following:

Encroachment Map No. 9B-7-19, dated March, 1971.
Encroachment Cross Section, Drawing No. 9B-7-20, dated March, 1971.
Cross Sections at Pipe Locations, dated March, 1971
Description of Easements for R/W File No. 45364, dated March 15, 1971.

This material contains all the information you requested in your letter dated January 22, 1971.

The fifteen (15) parcels of property described in the attached descriptions total 1.56 acres in excess of what is presently occupied by the State through these areas. A review of the encroachment map will show that approximately two (2) acres of land previously acquired by the State from the Railroad, are being released to the Railroad since they are no longer needed. Inasmuch as we are returning to you more land than is being acquired for the construction of this project, we will consider this an even exchange with no consideration being paid by either party in the property exchange.

The exchange of property presently in progress for the relocated track between Railroad Stations 756 and 788 is to be handled as a separate matter without regard to the easements described in the attached descriptions. Please proceed with the preparation of the appropriate documents to consummate our transactions on this project.

Bids for this project are to be opened on April 29, 1971, and I understand from a recent conversation with your Mr. LaSalle, that your track relocation is now completed. I assume your forces are now in the process of removing your old track and will have this work completed prior to April 8, 1971, the date on which this project will be advertised.

I sincerely appreciate the dispatch with which you have handled your work on this project.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosures

cc: F. B. Klaboe
F. L. Hall
D. H. Moehring
L. W. Rulien
Paul Barnhart
Dick Rumbolz

RECEIVED
MAR 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 23 1971
UTILITY UNIT

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

F-171(14)

32-28

March 17, 1971

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

Re: Transmission Line Easements
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County
Your File No. ELS, Contract No. 14-03-19551

ATTENTION: Mr. John V. Mulcahy
Chief, Branch of Land

Gentlemen:

Attached hereto, per your request, is a copy of the right of way acquisition documents for the following State Highway Division Right of Way Files:

43636
43637
43638
43639
43648
43649
43650

43652
43653
43654
43655
43657
43658

43659
43660
44134
44322
44411
45065

The above documents cover the transmission line easements being acquired for Bonneville Power Administration by the State.

There are three (3) parcels of transmission line easements for which right of way negotiations have not been completed. These files are 43661, 43916, and 44248. The documents for these files will be forwarded as soon as negotiations are completed.

A key map has been enclosed for your use in locating the transmission easement parcels by the use of the State Right of Way File Numbers.

We also wish to bring to your attention that provisions should be made for the release of prior transmission line easement rights, outside of the State's proposed new highway right of way, that are no longer needed by Bonneville Power Administration.

If further information or assistance is required, please contact this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosure

cc: ~~A. E. Johnson~~
D. H. Moehring
L. W. Rulien
Ken Rolfe
Paul Barnhart
Dick Rumbolz

RECEIVED
MAR 18 '71
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 10 1971
FOR FILING
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION
F-171(14)
7578
HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

March 5, 1971

Burlington Northern, Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Preliminary Plans
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County
Your File No. A 37-1

NOTED
F. B. KLABOE

Gentlemen:

Herewith you will find two (2) sets of preliminary plans for the above captioned project. These plans incorporate all the changes you requested in your letter dated January 22, 1971.

A revised encroachment map, cross sections and the cross sections for all pipe locations are now being prepared and will be submitted to you as soon as they are available.

We are also in the process of preparing a deed to convey to you the property on which your track relocation will be built. Since it appears that this transfer of property may not be completely resolved for at least another month, please advise what type of document you will need from us in the interim to allow your forces to proceed with the construction of new track on the embankment which has been completed under our Contract No. 3407. I indicated in my letter dated December 8, 1970, that we wished your track relocation work to be completed by March 17, 1971. Inasmuch as bids for this project are to be opened on April 29, 1971, we could extend this date to April 8, 1971, since that is the date this project will be advertised.

If you foresee any difficulty in accomplishing this work by April 8, 1971, please advise this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:dl
cc: F. B. Klaboe w/copy of BNI letter
~~F. L. Hall~~ "
D. H. Moehring "
P. R. Barnhart "
R. H. Rumbolz "

Routing
Morgan
Decker
Walker
Boehme
Johnson
Pease
Swan
Glenn
Litchfield
Gallagher

RECEIVED
JAN 25 1971
CONSTRUCTION
DIVISION

BURLINGTON NORTHERN
ENGINEERING DEPARTMENT
Portland Region

1101 Northwest Hoyt Street
Portland, Oregon 97207
Telephone (503) 228-9111

January 22, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon

Attention: Mr. F. D. Morgan
Construction Engineer

Gentlemen:

I have received your six (6) prints each of the Encroachment Map, Drawing No. 9B-7-19, and Encroachment Cross Sections, Drawing No. 9B-7-20, both dated January, 1971 for the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County. These have been reviewed and following are my comments and revisions required:

(1) At your Station 150+00, Railway station 780+65, it shows a five-foot easement required for a distance of 75 feet. By changing this slope to 1-3/4 to 1 and tapering it into a 2.1 slope, this could be eliminated.

(2) From Railway station 709+00 to 710+80; I see no need for the additional 10-feet required as your section at station 222+50 does not coincide with your plotted slope line.

(3) From Railway station 686+00 to 690+00; again I see no need for the additional 10 feet required as your sections at 244+00 and 246+00 shows cut sections and do not coincide with the plotted slope line.

(4) Due to the increased demand for industrial and loading sites, it is requested that a revision of your alignment be made between your stations 248+00 and 267+00, in the Holbrook siding area, to keep the planned relocation within the existing easement.

(5) It is also requested that a typical cross section for all pipe locations be furnished, showing the depth of installation, gradient, invert elevations and flow line of Railway ditches.

Very truly yours,

H. F. Moy
Regional Manager Engineering

DM:pe

File: A 37-1

Copy to F.L.Hall

RECEIVED
MAR 8 1971

FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

F-171 (14)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 5, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

15278

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-171(-)
Columbia County Line - Burlington Section
Columbia River Highway

Klaboe
C4 Ed
3-9-71

We have reviewed the preliminary plans for the above named project and are concerned over some of the grades of the access and approach roads. The particular locations in question are at Stations 76+00 Lt, 174+00 Rt, 189+00 Rt, 260+00 Rt and the King Road line. Relocation of the intersection point of these roads with the mainline could reduce the excessive grades in most cases. The grade on the access road, Station 107+50 to Station 121+00 Rt, could be raised by increasing the fill at Station 113+70.

We suggest that something be done to correct these excessive grades.

3-10-71

REFERRED TO
Hall
BY ASST. STATE HWY. ENGR.

done

F.B. KLABOE

~~Check & advise~~

7/30/71
BPR is satisfied.

RECEIVED
MAR 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

LEE JOHNSON
ATTORNEY GENERAL

DIARMUID F. O'SCANNLAIN
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

SALEM, OREGON 97310
TELEPHONE: (503) 364-2171

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

J. BRADFORD SHILEY
ASSISTANT CHIEF TRIAL COUNSEL

WALLACE CARPENTER
LEONARD I. LINDAS
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

CLIFFORD A. ALLISON
JAMES A. BLEVINS
JAMES P. CRONAN
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE S. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD
JAMES F. LARSON
KEITH R. MALONEY
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
GEORGE E. ROHDE
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

MAR 10 1971

FOR FILE
F-171(1-1)
7528

February 26, 1971

Mr. Dave Moehring
Right of Way Engineer
Oregon State Highway Division
Salem, Oregon 97310

NOTED
F.B. KLABOE

Re: R-44248 - Kaptur-Appraisals
Col. County- Burlington

Dear Dave:

As per your request, I've received the above file respecting value variances of the appraisals of Messrs. Gainer and Cummings, and reviewer Schmidt's estimate of value. The breakdown of each one's value estimates follow:

	Gainer	Cummings	Schmidt
Land	$ 500.00	$2,915.00	$1,000.00
Damages	$1,000.00	$1,450.00	$2,000.00
Timber	$2,000.00	$2,000.00	$2,000.00
Total	$3,500.00	$6,365.00	$5,000.00

Mr. Schmidt's review indicates he does not agree with either Mr. Gainer's nor Mr. Cummings' interpretation of the market data used by them. For instance, he feels Gainer is low in his estimate of both land value and damages. On the other hand he feels Cummings is high in his land value estimate, but low as to damages, but not as low as Gainer. All agree as to timber value.

In any purchase of an appraisal, what we are purchaseing is an opinion of value. In addition to the market data facts used by the appraiser, we are purchasing his interpretation of those facts which has influenced him in arriving at his estimate of value. Because of the appraiser's expertise in his chosen field, it is most difficult not to give credence to his opinion unless one can point to obvious errors in his supporting data.

I gather from reading the appraisals and Mr. Schmidt's review, he disagrees with each appraiser's conclusions or interpretations as to what their supporting market data indicates.

NOTED
TOM EDWARDS

Since value cannot be measured by slide rule exactitude, it appears to me two alternatives are opened to us.

> (1)- Schmidt, in his capacity as a reviewer, should confer with both Gainer and Cummings to ascertain, in greater detail than a printed form can indicate, their interpretation of the market data used and how they arrived at their estimate of value.
>
> In doing this, care should be exercised not to influence either to change their opinion, but only to have an open and free discussion of their approach to value in this instance. If, after the discussion, the appraiser, or reviewer, wish to amend their value estimates, this should be their voluntary decision.
>
> (2)- If the result of the conference does not influence either that they should make any revision in their thinking, then I believe Schmidt should proceed to make his own formal appraisal, that he may be used as a value witness in event of litigation. Following this a review of his appraisal should be made.

The amount involved in this case, at least at this writing, does not indicate we should purchase a third fee appraisal. Additionally, unless the second reviewer can point to obvious errors in either Gainer's, Cummings' or Schmidt's appraisals, doubts should be resolved in favor of the landowner to the extent supporting data indicates.

I would be happy to confer with all involved if you feel this would be appropriate.

Very truly yours,

Lee Johnson
Attorney General

L. I. Lindas
Assistant Attorney General and Chief
Counsel for the State Highway Commission

RECEIVED
FEB 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LIL:mjg

RECEIVED
FEB 22 1971
UTILITY UNIT
FOR FILING

F 171(14)

7578

NOTED
A. E. JOHNSON

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

February 17, 1971

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. John V. Mulcahy
Chief, Branch of Land

Re: Transmission Line and Access Road Easements
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County

Gentlemen:

This is to advise you that the transmission line and access road easements required for the relocation of your facilities in conflict with the subject project will be available to you or your contractors by March 8, 1971.

This project, as earlier advised, is scheduled for letting on March 25, 1971.

Your cooperation in expediting the advertising and awarding of your relocation contract is necessary to avoid any delay in the State's contract.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: A. E. Johnson
L. W. Rulien
D. H. Moehring
Paul Barnhart
R. H. Rumbolz

RECEIVED
FEB 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 18 1971

FOR FILING

F-171 (14)
7578

4M

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1971

MISC. CONTRACTS and
AGREEMENTS No. 41144

SUBJECT: Trust Agreement
Bonneville Power Administration
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County

To: Mr. Floyd Query
Secretary
Oregon State Highway Commission
BUILDING

Attached hereto is fully signed copy of a Trust Agreement between the State and Bonneville Power Administration covering the relocation of their facilities to accommodate the construction of the above subject project.

This is being forwarded for placement in the general files.

T. W. Litchfield
Railroad and Utility Engineer

By Jack Cartwright
Jack M. Cartwright
Utility Office Engineer

JMC:dl
Enclosure

Fran ✓

NOTED
FLOYD QUERY

SP*52475-734

4M

1-7-71

Salem, Oregon
January 11, 1971

Agenda Item 4m
January 7 Commission meeting

Mr. V. E. Skoog
Controller

BUILDING

Attached for further handling are two copies of a trust agreement with Bonneville Power Administration covering the relocation of their facilities which conflict with our construction on the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County.

This agreement needs the signature of Bonneville Power Administration. We have retained a copy of this agreement until a fully executed copy is returned for the Commission's files.

Floyd Query, Secretary

fkm
Att.

cc F. D. Morgan
Attn: Ted Litchfield

RECEIVED
DEC 29 1970
FOR FILE

F-171(12)
7407

December 23, 1970

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the January 5 meeting will be an agreement between the Oregon State Highway Commission and the Bonneville Power Administration covering the relocation of their facilities which conflict with our construction on the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County.

This agreement provides for the erection of ten wood pole structures, conversion of three wood pole structures and related work necessitated by the construction of this project. The estimated cost to the State for this work is $90,710. It will be eligible for federal participation at the regular ABC rate.

We recommend your approval of and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan (Attn: T. W. Litchfield)
V. E. Skoog
L. H. Young
L. W. Rulien

JMC:dl sr

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 21, 1970

SUBJECT: Trust Agreement
Bonneville Power Administration
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County

To: Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Herewith you will find triplicate counterparts of a trust agreement between the State and Bonneville Power Administration which provides for erection of ten (10) wood pole structures, conversion of three (3) wood pole structures, and the necessary related work required to adjust their facilities to accommodate the construction and improvement of this section of the Columbia River Highway.

Easement documents contained in our right of way files substantiate Bonneville Power Administration's rights in the land occupied by their facilities and establish the State's obligation to pay the estimated cost of $90,710 for this adjustment.

This agreement has been reviewed and approved by the Construction Section, Department of Justice and the Federal Highway Administration and we now submit it for your approval. Please place this on the agenda for the Commission meeting of January 5, 1971. A rough draft of a letter to the Commission is attached.

F. D. Morgan
Construction Engineer

By T. W. Litchfield
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Attachment

RECEIVED
DEC 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

FORM PR-1240
(Rev. 6-68)

FEB 10 1971

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-4-71

FEDERAL AID PROJECT NO. F-171(13)

STATE PROJECT NO. Columbia Co. Line Burlington Section

COUNTY NAME Multnomah

FROM:
R. E. Simpson, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. P 492

PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO:
F-171(14)
75-58

Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

copy to:
Morgan
Yoding
2-8-71

NOTED
A. E. JOHNSON

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE February 4, 1971

FEDERAL ROUTE NUMBER Federal Aid Primary Route 1

STATE ROUTE NUMBER State Route 2

LIMITS OF AUTHORITY

Our program memorandum dated November 10, 1970 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. You are now authorized to proceed with actual adjustments for Boneville Power Administration's power lines effective today. Reimbursement on an actual cost bases estimated to be $90,710.00 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) UTILITY ADJUSTMENT
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of PPM 30-4 dated February 14, 1969 and PPM 30-4.1 dated October 1969.

We approve the January 26, 1971 trust agreement with the Bonneville Power Administration transmitted with Mr. Litchfield's January 29, 1971 letter and the plans and estimate furnished by Mr. Litchfield's November 5, 1970 letter.

Receipt of Mr. Jack M. Cartwright's November 2, 1970 affidavit of the Bonneville Power Administration property rights is acknowledged.

NOTED
TOM EDWARDS

RECEIVED
[illegible]

DATE 2-4-71

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Engineer

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

E-171(14)

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

75-78

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

DATE: January 29, 1971

In reply refer to: 08-35-EC

Klaboe

SUBJECT: Design Approval under PPM 20-8

Reference is made to Mr. Young's January 13 letter in which he discusses the above subject as it related to a list of 26 Federal-aid projects. With regard to the first point raised in that letter we concur that a design approval for the construction of a section of highway would include all the elements necessary to complete the improvement even though some may be accomplished later under separate contracts. This remains true, however, only if the elements involved are those normally associated with that type of improvement and the proposed improvement remains essentially the same as that originally approved.

We have examined our records for each of the 26 project sections listed in the above-mentioned letter and concur that either design approval has been given or the project had developed beyond design approval stage prior to the effective date of the current PPM 20-8, and no further action is required except as noted below.

In the North Tigard Interchange - South Tigard Interchange Section the area involving the North Tigard Interchange was excluded from design approval.

In addition major revisions under consideration at the Haines Road Interchange may require additional design approval.

2-2-71

REFERRED TO
Young
ASST. STATE HWY. ENGR.

NOTED
TOM EDWARDS

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 29 1971
UTILITY UNIT
FOR [illegible]

STATE OF OREGON 1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Phone 378-6511

TOM McCALL
GOVERNOR

F-171(14)
7528

January 25, 1971

U. S. Department of Interior
Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

Re: Advance Deposit and Trust Agreement
Power Line Relocation
Columbia County Line-Burlington Section
Columbia River Highway
Multnomay County

ATTENTION: Mr. John V. Mulcahy
Chief, Branch of Land

Gentlemen:

We are enclosing State check in the amount of $90,710.00 covering an advance deposit for adjustment of your facilities which conflict with the construction requirements of the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County.

Enclosed also are two signed copies of the Trust Agreement covering the subject project. The Agreement was approved by the Oregon State Highway Commission at its meeting on January 7, 1971.

If satisfactory, please sign, date, and return one executed copy of the Agreement to Mr. Floyd Query, Secretary, Oregon State Highway Commission, State Highway Building, Salem, Oregon 97310. You may retain the other for your files.

State go ahead on actual construction of your relocation work is withheld pending receipt and approval by the Federal Highway Administration of the completed Trust Agreement. You will be notified and given the go ahead for this work at the earliest possible date.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
JAN 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:dl
Enclosures
cc: A. E. Johnson
~~Floyd Query~~
V. E. Skoog

RECEIVED
JAN 22 1971

FORM 2-30-X (12-67)

F-171 (12)
7407

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 21, 1971

SUBJECT:

To: T. W. Litchfield
Utilities Engineer
Construction Section

BUILDING

Attached is warrant #024601 in favor of Bonneville Power Administration, in the amount of $90,710.00, to cover the estimated cost of moving their facilities on the Columbia County Line-Burlington Section of the Columbia River Highway.

This warrant should be sent to them, along with the two copies of the agreement covering their proposed work. They are to sign and return one copy of this agreement, which should be given to Floyd Query for the General Files. Conformed copies of the agreement should then be distributed to all Highway offices involved.

D. B. Taylor
Assistant Controller

DBT:ms
Attachment
cc: Jess Jones
Floyd Query ✓

NOTED
FLOYD QUER

RECEIVED
JAN 25 1971

~~For File~~ G
F-121(14)
7578

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1971

To: L. H. Young
Program & Planning

BUILDING

SUBJECT: Construction Prefix -
Columbia County Line-Burlington
Section, Columbia River Highway
Multnomah County

Prefix 26-1039 is established for the subject project which is scheduled for letting on April 29, 1971.

The prefix is set up at this time to record a payment to be made to Bonneville Power Administration, for relocation of their facilities which are in conflict with the construction. The Utilities Unit of the Construction Section will prepare a State Force Order to cover this payment in accordance with the agreement with Bonneville Power approved by the Commission on January 4.

The Utilities Unit will also obtain the approval of the agreement by Bonneville Power when the payment is sent, and furnish copies of the fully executed agreement to all necessary offices, including the Federal Highway Administration.

V. E. Skoog
Controller

By:

D B Taylor

D. B. Taylor
Assistant Controller

DBT:ms

cc: Construction Section
Utilities Liaison Engineer
W. L. Monner
Jess Jones
J. P. Bartlett

Cl

NOTED
LLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
JAN 15 1971
FOR FILING

[illegible]
7578

January 13, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Design approval was granted by the Federal Highway Administration for the following projects on the dates as listed; we hereby request your concurrence that this approval included landscaping and other minor work (such as lighting, signing, screening and sound barriers), although this work may be done by separate contract immediately following completion of construction and as financing permits.

The proposed work is stage construction required to complete the sections of highway as scheduled for construction and this anticipated future work is necessary to improve the esthetics, maintain safety standards and protect the environment.

We further request your concurrence that the requirements of PPM 20-8 were fulfilled in obtaining design approval for the following sections and that the above-mentioned work was included; consequently, no further action is required.

We also request your concurrence that, inasmuch as this work is considered stage construction and no additional right of way is required, the subject projects are exempt from State and Regional Clearinghouse review under paragraph 2b of IM 50-1-70.

We trust the included information is sufficient for you to grant the requested concurrences for the proposed projects.

> Richland Interchange-S. Baker Interchange Section, Old Oregon Trail Highway, Baker County — Design approval received on May 13, 1969.
>
> West Fremont Interchange (Unit 2) Section, Stadium Freeway, Multnomah County — Design approval concurred in letter of November 18, 1970.

E. Unit, Pendleton-Emigrant Hill Section, Old Oregon Trail Highway, Umatilla County — Design approval received April 7, 1969.

Columbia County Line-Burlington Section, Columbia River Highway — Design approval received November 17, 1969.

N.E. 60th Ave.-Cascade Highway Section, N.E. Portland Highway, Multnomah County — Design approval received May 27, 1970.

Hayesville Interchange-Battle Creek Section, Pacific Highway, Marion County — Design approval received March 26, 1970.

Jumpoff Joe Creek-Grants Pass Section, Pacific Highway, Josephine County — Design approval received Feb. 13, 1970.

Battle Creek-Talbot Road Section, Pacific Highway, Marion County — Design approval received February 13, 1970.

S. Tigard Interchange-East Portland Freeway Interchange Sec., Pacific Highway, Washington and Clackamas Counties — Design approval received August 9, 1970.

Jantzen Beach Interchange-Columbia Slough Bridge Section, Pacific Highway, Multnomah County — Design approvals received July 1, 1970 and August 31, 1970.

Park St.-Tolman Creek Road (Ashland) Section, Green Springs Highway, Jackson County — Design approval received May 15, 1970.

North Tigard Interchange-South Tigard Interchange Section, Pacific Highway, Multnomah and Washington Counties — Design approval received August 19, 1970.

Woodburn Interchange-Hayesville Interchange Section, Pacific Highway, Marion County — Design approval received September 2, 1970.

Garden Valley Road-Fairgrounds Interchange Section, Pacific Highway, Douglas County — Design approval received July 2, 1970.

South Medford Interchange-South Ashland Interchange Section, Pacific Highway, Jackson County — Design approval received October 26, 1970.

La Grande-Ladd Canyon Section, Old Oregon Trail Highway, Union County — Design approval received May 13, 1969.

Ladd Canyon Section, Old Oregon Trail Highway, Union County, Design approval received May 13, 1969.

Ladd Canyon-North Powder Section, Old Oregon Trail Highway, Union County — Design approval received May 13, 1969.

Olds Ferry-North Fork Jacobsen Gulch Section, Old Oregon Trail Highway, Malheur County — Design approval received May 20, 1969.

North Fork Jacobsen Gulch-North Ontario Interchange Section, Old Oregon Trail Highway, Malheur County — Design approval received May 20, 1969.

Forest Grove Section, Tualatin Valley Highway, Washington County — Design approval received July 28, 1969.

Chemawa Road-Hayesville Section, Pacific Highway East, Marion County — Design approval received December 1, 1969.

Rickreall-Independence Jct. Section, Willamina-Salem Highway, Polk County — Design approval received January 8, 1970.

Winston-Shady Section, Coos Bay-Roseburg Highway, Douglas County — Design approval received May 1, 1970.

Bend E.C.L.-Ward Road Section, Central Oregon Highway, Deschutes County — Design approval received August 13, 1970.

East Fremont Interchange Section (Units "A", "B", "C"), Stadium Freeway Highway, Multnomah County — Design approval concurred in and received April 16, 1969.

Attached for your convenience in identifying the project sections is a copy of our current Tentative Schedule of Contract Lettings.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

DAR:ia

cc: F. B. Klaboe
Frank Hall
R. W. Ellison
R. N. Chase
B. L. Gifford

RECEIVED
DEC 16 1970

F-171(44)
7578

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 9, 1970
Salem, Oregon

To: FRANK C. McKINNEY

SUBJECT: File No. R-43916
Columbia County Line-
Burlington Section
Columbia River Highway

Attached for signature are the necessary papers to initiate a condemnation action for subject file.

Negotiations have been carried through a letter of offer. The offer extended on behalf of the Commission has not been accepted to date. The complaint has therefore been prepared and is forwarded herewith.

As you will find from a review of the file, the owner has stated that we are too far apart in our value estimates that he had no alternative but to go to court. A complaint is essential at this time to obtain possession in time for the scheduled contract.

D. H. MOEHRING
Right of Way Engineer

I concur in filing this complaint.

TOM EDWARDS
Deputy State Highway Engineer

RECEIVED
DEC 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
DEC 16 1970
FOR FILING

F-171 (14)
7578

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 9, 1970
Salem, Oregon

To: FRANK C. McKINNEY
Assistant Attorney General

SUBJECT: File No. R-43646
Columbia County Line-
Burlington Section
Columbia River Highway

Attached for signature are the necessary papers to initiate a condemnation action for subject file.

Negotiations have been carried through a letter of offer. The offer extended on behalf of the Commission has not been accepted to date. The complaint has therefore been prepared and is forwarded herewith.

As you will find from a review of the file, the owner has not stated an amount for which he would settle. Without a counter-proposal no common ground for a settlement is in prospect. The owner stated to the negotiator that he had been pushed around all his life and was going to take a stand in this matter. The business is apparently losing money and the owner is ready to close it but not close the file by option. An attorney has just gotten into the picture but the complaint must be filed at the present time to meet a contract scheduling deadline.

D. H. MOEHRING
Right of Way Engineer

I concur in requesting the condemnation of this file.

TOM EDWARDS
Deputy State Highway Engineer

NOTED
TOM EDWARDS

RECEIVED
DEC 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

D E
NOV 1970

F-171(14)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 17, 1970

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7578

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-171(13)
Columbia County Line - Burlington Section
Adjustments in Bonneville Power Administration Transmission Line

The proposed trust agreement between the State and the Bonneville Power Administration for the adjustment of their power transmission lines for the subject project has been reviewed as submitted with Mr. Litchfield's November 5 letter and is found acceptable as to form except for the reference to Bureau of Public Roads and Department of Commerce on Page 6. These should be changed to Federal Highway Administration and Department of Transportation.

The estimate for this power transmission line adjustment attached to the above mentioned agreement has also been reviewed and found to be acceptable. Authorization to proceed with the work can be granted upon receipt of the usual number of fully executed copies of the agreement.

11-19-70

REFERRED TO Johnson
Young - Morgan
BY ASST. STATE HWY. ENGR.

NOTED
TOM EDWARDS

NOTED
A. E. JOHNSON

RECEIVED
NOV 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Klebon

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

TRANSACTION NUMBER 11-35

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON	DATE 11-10-70
BY (Signature) MR. YOUNG'S NOVEMBER 5, 1970 LETTER	
TITLE PROGRAM & PLANNING ENGINEER	

CLASS OF FEDERAL FUNDS ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 492 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
492	F-171(13)	5.05	108,500	68,800	COLUMBIA COUNTY LINE - BURLINGTON SECTION	UTILITY ADJUSTMENT

11-10-70

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY PREPARATORY WORK FOR THE UTILITY ADJUSTMENTS.

11-17-70
Young

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
NOV 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DATE NOV 18 1970

F-171(14)
7578

RECOMMENDED SIGNATURE AND TITLE	DATE 11-10-70	APPROVED SIGNATURE AND TITLE R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-956

RECEIVED
NOV 9 - 1970

FOR FILING

F-171 (14)
7578

• Phone 378-6568

November 5, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for a Primary Federal-Aid Project, Item 492, Project F-171 (13), Columbia County Line-Burlington Section (Utilities adjustment) which we desire to have included in the Federal-Aid Primary Highway Program.

We hereby request your approval to proceed with the Utility preparatory work.

It is our present intention to add the highway construction by PR-4 to this project at a later date. At present the highway construction is scheduled for April 29, 1971 bid opening.

Copies of State and District clearinghouse approvals of the complete proposed highway project were furnished with project F-171 (12).

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. M. Young
Program and Planning Engineer

RNC:aw

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL**
DATE SUBMITTED TO W. O.	November 5, 1970	

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* US 30 Columbia Co. Line S. 5.05 mi. 21 65	**ADT**	PRESENT 7,500	FUTURE 14,200 (66)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Utilities Adjustments 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)	

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAM
	NAME OF URBAN AREA 17-31	ROUTE NO. P

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED TOTAL ESTIMATED COST	FEDERA
1	(14-15)	(16	41	42	43 46	52		(54) (56)	(59) (66)	(67)
5					**PE**		U.S. 30 Columbia County Line S. 5.05 mi.			
5					**ROW**		(Columbia County Line-Burlington Section)			
5					**CONST** (CODE) Y060			5.05	108,500	68,

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	5.05	108,500	68,
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

ADT (65)	PRESENT 7,500	FUTURE 14,200 (66) (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 012 (4) (9)	ITEM NO. 492 (14) (18)

CY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) F- (14) (23)	NUMBER 171 (13) (7)	SEQ. NO. (13)	I. Projects Only POST MI. (24) (26) DESIG. (27)

COUNTY NAME Multnomah CODE 051 (14) (16)

ROUTE NO. P FEDERAL-AID 1 (32) STATE 2W (36) (37) U.S. 30 (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

LES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(58)	(59) (66)	(67) (76)			Utilities adjustments incl. prep. work. (Future 4 - 12' lanes H.T. Pave with 16' median and 10' shoulders.)
					R.O.W.: 200' min.; Access Control-Partial; Parking Restrictions-None.
5.05	108,500	68,800	39,700		
5.05	108,500	68,800	39,700		
	(16) (23)	(24) (32)			

REMARKS Additional Data: Item 485,
Project F-171 (12)

Columbia County Line - Burlington Section

Project F - 171 (13)

Project Data: The work consists of adjustment of the following Utility Companies facilities on this highway section to facilitate the construction project which is contemplated in the near future to provide a four lane highway facility.

Utility	Estimated Cost
Bonneville Power Administration	$ 91,000
Pacific N. W. Bell Telephone Co.	1,000
Private Water Lines	9,000
Portland General Electric Co.	5,000
Rose Valley Telephone Co.	2,500
Total	$108,500

Airports, Water Development, System Action: None Involved

Public Hearing: Held September 3, 1969

Location/Design Approval: FHWA November 17, 1970

State Clearinghouse Approval: March 5, 1970

District Clearinghouse #2 (CRAG) Approval: April 17, 1970

Note: Railroad data on this section was submitted under Project F-171 (12).

NOV 6 - 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-6511

F-171(14)
7578

November 5, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street NE
Salem, Oregon 97301

RE: Transmission Line Adjustment
Bonneville Power Administration
Columbia County Line - Burlington Section
Columbia River Highway

Dear Sir:

Herewith you will find the following data pertaining to this project:

1. Two copies of Bonneville Power Administration's estimate of cost, No. T-1199-AA for doing the work dated September 14, 1970.

2. Two copies of Trust Agreement between the State and Bonneville Power Administration which establishes the terms for making the transmission line adjustment.

3. Two copies of plans prepared by Bonneville Power Administration which show the proposed relocation of their facilities and new power line easements.

4. Two copies of Mr. Jack M. Cartwright's certification as to Bonneville Power Administration's interest in the land occupied by their existing transmission line.

An appropriate "Crossing" agreement, between the State and Bonneville Power Administration, will be prepared to perpetuate Bonneville Power Administration's prior rights in the land falling within the proposed State highway right of way.

The proposed relocation does not result in a betterment to Bonneville Power Administration's transmission line. A credit for extended service life, as required by paragraph 9b of PPM 30-4, was not allowed in Bonneville Power Administration's estimate. The two segments to be relocated total 6,168 feet. Mr. John V. Mulcahy's office, Bonneville Power Administration, was contacted about the extended service life credit and they reported that it was not allowed on relocations to accommodate the construction of highways by the State.

NOTED
A. E. JOHNSON

Your approval of this estimate and Trust Agreement and authorization to proceed with the work under the provisions of PPM 30-4 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By Jackson Cartwright

for T. W. Litchfield
Utilities Liaison Engineer

JMC:dl
cc: A. E. Johnson
V. L. Gallagher
D. H. Moehring

RECEIVED
NOV 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

OCT 21 1970
FORM E-30 (4-70)
FOR FILING

F-171(14)
7578

SP*62503-734

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1970

SUBJECT: Programming Request
Utility Relocation Costs
Columbia Co. Line-Burlington Section
Columbia River Highway
Multnomah County

To:
Mr. L. H. Young
Program and Planning Engineer
BUILDING

Please initiate the necessary program action for the following utility adjustments on subject construction section. These adjustments are based on preliminary estimates:

Utility Adjustment Costs:

Bonneville Power Administration	$ 91,000.00
Pacific Northwest Bell Telephone Co.	1,000.00
Private Water Lines	9,000.00
Portland General Electric Company	5,000.00
Rose Valley Telephone Company	2,500.00
Total	$108,500.00

Railroad Facilities Adjustment Costs:

Burlington Northern, Inc.	$ 40,000.00

Programming is required at this time to allow deposit of funds with Bonneville Power Administration to cover the estimated cost of their adjustment.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

NOTED
A. E. JOHNSON

JMC:fw
cc: A. E. Johnson
R. N. Chase
V. L. Gallagher

RECEIVED
OCT 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

29-1114 Tillamook-Simmons Creek Sec. 1971
of Oregon Coast Hwy., S. of
#7579 Tillamook (Paving)

29-1114 Tillamook-Simmons Creek Sec. 1971
of Oregon Coast Hwy., S. of
#7579 Tillamook (Paving)

RECEIVED
SEP 8 - 1972

FOR FILING

7579

September 6, 1972

Union Oil Company of California
P. O. Box 76
Seattle, Washington 98111

Gentlemen:

Thank you for your letter of August 31 advising us that B and K Paving Company has now paid you for all asphalt and petroleum products.

Our records indicate that this is in reference to your claim in the amount of $48,029 which was filed against State Highway Contract No. 7579 for paving on the Tillamook-Simmons Creek Section of the Oregon Coast Highway in Tillamook County.

This information is being noted in our records and we will advise all interested parties of the receipt of your letter.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fm
cc

B and K Paving Co.
407 Oak St.
Kelso, Washington 98626

Torrence, Hadley,
Edmond & Farren
Insurance Building
Longview, Washington

Fireman's Fund Ins. Co.
921 S.W. Washington St.
Portland, Oregon 97205

Commission

NOTED ON CARD
9-6-72
f.w

Union 76 Division: W[illegible]ern Region

Union Oil Company of California
2901 Western Ave., Seattle, Washington 98111
Telephone (206) 682-7600

union 76

August 31, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

B & K PAVING
Kelso, Washington
Contract #7579 Tillamook-Simmons Creek
Section of the Oregon Coast Highway in
Tillamook County

Gentlemen:

This is to inform you that B & K Paving has now paid Union Oil Company for all asphalt and other petroleum products delivered in the prosecution of the above job.

We are advising the above firm's bonding company of payment by carbon copy of this letter.

Yours very truly,

J. T. ARMS
JTA:jdf

Supervisor,
Commercial & Reseller Credit

cc Fireman's Fund Insurance Company
921 S. W. Washington Street
Portland, Oregon 97205

Attention: Fidelity & Surety Department

Torrence, Edmund, Hadley & Farren
Insurance Building
Longview, Washington

B & K Paving Company
407 Oak Street
Kelso, Washington 98626

RECEIVED
SEP 5 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

FIREMAN'S FUND AMERICAN
INSURANCE COMPANIES
HOME OFFICE SAN FRANCISCO CALIFORNIA

RECEIVED
JUN 7 - 1972
FOR FILING

7579

June 1, 1972

~~B & K Paving Company~~
~~407 Oak Street~~
~~Kelso, Washington 98626~~

BOND NO.: SC-623 48 00
PRINCIPAL: B & K Paving Company
OBLIGEE: State of Oregon
CLAIM OF: Union Oil Company for $48,029
JOB: Road work - Tillamook - Simmons Creek
Section, Oregon #7579

Gentlemen:

We are in receipt of the Oregon State Highway Division letter of May 23, 1972 addressed to the Union Oil Company of California. Also a copy of the Union Oil Company's letter of May 17, 1972 addressed to the Oregon State Highway Department advising they have a claim against your firm for $48,029 for asphalt and other petroleum products furnished.

The mentioned correspondence indicates that you also received copies thereof.

We would appreciate your very early advice relative to this claim.

Many thanks for your cooperation.

Very truly yours,

T.L.

Thomas Lally, Jr.
Claims Representative

TL:BZ10

NOTED
FLOYD QUERY

RECEIVED
JUN 6 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Ck

488000—6-64

cc: Oregon State Highway Division
State of Oregon
Highway Building
Salem, Oregon

Attention: Floyd Query, Secretary
Oregon State Highway Commission

cc: Torrence, Edmund, Hadley &
Farran Agency
Insurance Building
Longview, Washington 98632

cc: Tom Martin - WRO Bond Claims

RECEIVED
JUN 6 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 7 - 1972
FOR FILIN

Claim #676

FILED
MAY 25 1972
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
5-31-72 kl

STATE OF OREGON 1859

OREGON STATE
HIGHWAY DIVISION

7579

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 23, 1972

Union Oil Company of California
P. O. Box 76
Portland, Oregon 97207

Gentlemen:

This is to acknowledge receipt of your letter of May 17, 1972, advising us that B & K Paving Company owes you for asphalt and other petroleum products in the amount of $48,029.

This appears to be in reference to the B & K Paving Company Contract No. 7579 for work on the Tillamook-Simmons Creek Section of the Oregon Coast Highway in Tillamook County.

The Fireman's Fund Insurance Company through Torrence, Edmund, Hadley & Farren, Insurance Building, Longview, Washington, furnished the performance bond on this contract. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Fireman's Fund Insurance Company
921 S. W. Washington Street
Portland, Oregon 97205
Attention: Fidelity & Surety Department

Torrence, Edmund, Hadley & Farren
Insurance Building
Longview, Washington

NOTED
C. W. HEAD

B & K Paving Company
407 Oak St.
Kelso, Washington 98626
Commission
Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

Union Oil Compa[illegible] California

UNION 76

In Reply Give No.

May 17, 1972

Oregon State Highway Department
Salem, Oregon

CERTIFIED MAIL

Gentlemen:

Please be notified that Union Oil Company of California has a claim for asphalt and other petroleum products furnished to B & K Paving Company in the sum of Forty eight thousand twenty-nine and 00/100--------------- ($48,029.00) Dollars, against the bond taken from B & K Paving Company, as principal, and the Fireman's Fund Insurance Company, as surety, for the work of Paving on the Tillamook-Simmon Creek Section of the Oregon Coast Highway in Tillamook County, known as Contract Number 7579.

Please acknowledge receipt on the enclosed copy of this letter and return to us in the self-addressed stamped envelope provided for your convenience.

Thank you very much.

Yours very truly

UNION OIL COMPANY OF CALIFORNIA

Credit Manager

DBF:jdf
Enclosure

RECEIVED
MAY [illegible] 1972
OREGON
STATE HIGHWAY COMMISSION

Form 402 (Rev. 9/67)

JAN [illegible] 197[illegible]

29-1114
7579

January 28, 1972

Fireman's Fund Insurance Company
921 S. W. Washington Street
Fidelity & Surety Department
Portland, Oregon 97205

Gentlemen:

On November 12, 1971, we wrote to you concerning release of final payment on Contract No. 7579 awarded to B & K Paving Company for paving on the Tillamook-Simmons Creek Section of the Oregon Coast Highway in Tillamook County.

Final payment on this contract is $8,319.75 and the total contract amount is $193,588.71 including $5,091.90 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc B & K Paving Company
407 Oak Street
Kelso, Washington 98626

Torrence, Edmund, Hadley & Farren
Insurance Building
Longview, Washington

bc Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Kerr
J. B. Boyd

RECEIVED
NOV 12 1971
FOR FILING
29-1114
7579

November 11, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed October 1, 1971 on Contract No. 7579. The contract was with B & K Paving Co., and was for paving on the Tillamook-Simmons Creek Section of the Oregon Coast Highway in Tillamook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 10, 1971, and that you concur in this procedure at the Commission meeting on November 24, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:bb

cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
M. S. Cox
J. B. Boyd

29-1114
7579

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Tillamook-Simmons Cr.	WEEK ENDING: October 16, 1971
		SECTION PREFIX: 29-114
	HIGHWAY: Oregon Coast	COUNTY: Tillamook
NAME OF JOB: Tillamook-Simmons Creek Section	KIND OF WORK: Paving	
CONTRACTOR: B & K Paving Company	CONTRACT NUMBER: 7579	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 6/1/71	DATE WORK STARTED: 7/22/71	ESTIMATED COMPLETION DATE: 10/1/71
AVERAGE FORCE ON PROJECT FOR THE WEEK	SPECIFIED WORK DAYS	WORK DAYS USED
MEN / SUPERVISION	SPECIFIED CALENDAR DAYS 100 CWD	CALENDAR DAYS USED 99
PROJECT AUTHORIZATION $ 219,338.75	SPECIFIED COMPLETION DATE: 100 CWD end 10/2/71	PERCENT OF TIME ELAPSED 99
EXCLUSIVE OF ENGINEERING $ 201,946.25	ENGINEERING AUTHORIZATION $ 17,392.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 190,323.00	ENGINEERING COST TO DATE $ 18,490.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: UNDERRUN -5.4 %	PERCENT OF AUTHORIZATION 106 %	DATE PROJECT WAS COMPLETED: 10/1/71

Estimate Semi-final will be submitted to Regional Office as soon as cost estimate sheet and lab reports received.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					5.2
MILES PARTIALLY COMPLETED					5.2
MILES COMPLETED					5.2
TOTAL ESTIMATED QUANTITIES (CONTRACT)					18,000 ton
TOTAL QUANTITIES CORRECTED TO DATE					17,999.93
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					17,999.93
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Project Completed

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10	Partly Cloudy	No		Project complete
MONDAY 11	AM-Cloudy PM-Clearing	No		
TUESDAY 12	AM- Fog PM- Clearing	No		
WEDNESDAY 13	Rain	No		
THURSDAY 14	AM-Rain PM- Showers	No		
FRIDAY 15	Sunny	No		
SATURDAY 16		No		

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
OCT 18 1971
CONSTRUCTION DIVISION

BEN GIFFORD

Tillamook-Simmons eek

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 10	No activity.
MONDAY 11	Three man office crew working on semi-final report.
TUESDAY 12	"
WEDNESDAY 13	"
THURSDAY 14	"
FRIDAY 15	No activity except for weekly report.
SATURDAY 16	No activity.

REMARKS

Three men worked four days this week on semi-final and monthly estimate. Central Lab is reviewing 85-100 Liquid Asphalt tests for those loads that mistakenly had Hi-Level Anti-Stripping Agent added and failed flash point test.

As soon as monthly estimate sheet is received back from accounting and lab tests results are known, the semi-final estimate will be submitted.

SIGNED
Resident Engineer

LOCATION Salem

PRIME RESID[illegible]COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUN 25 1971
FOR FILING

29-1114
7579

June [illegible], 1971

B & E Paving Company
407 Oak Street
Kelso, Washington 98626

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7579 for paving
on the Tillamook-Simmons Creek
Section of the Oregon Coast Highway
in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Fireman's Fund Insurance Company
921 S. W. Washington Street
Portland, Oregon 97205

Attention: Fidelity and Surety Department

Torrence, Edmund, Hadley & Farren
Insurance Building
Longview, Washington

bc F. D. Morgan
I. D. Merchant
R. D. Asburry
Ross Harris

RECEIVED
JUN 10 1971
FOR FILING

29-1114
7579

June 10, 1971

B & K Paving Company
407 Oak Street
Kelso, Washington 98626

Gentlemen:

Enclosed are three copies of Contract No. 7579 for $191,730 awarded to you by the State Highway Commission on June 1, 1971, for work on the Tillamook-Simmons Creek Section of the Oregon Coast Highway in Tillamook County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 22, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Enclosures

cc Frank Morgan
I. D. Merchant
R. D. Asburry
Ross Harris

30-1144 Hermiston Section, of the 1971
Umatilla-Stanfield Hwy.
#7580 (Grading & paving)

ClA 3967 - 5/6/71 - [illegible] - 6/4/70
RR 180 - 5/6/71

5

RECEIVED
9 [illegible] 1972
FOR FILE
M. HUNT
General Tax Agent

7580

UNION PACIFIC CORPORATION
PROPERTY TAX DEPARTMENT

764 PITTOCK BLOCK
PORTLAND, OREGON 97205

September 11, 1972

IN REPLY PLEASE REFER TO
NO. 12-10-1
20-1-5-1

Mr. Fred Klaboe
Asst. State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: Umatilla-Stanfield Highway, Hermiston Section,
Umatilla County, City of Hermiston LID No. 97

Dear Mr. Klaboe:

I am enclosing proposed final assessment notice in the amount of $9,396.90 for City of Hermiston, LID No. 97.

State liability for this project was confirmed by letter from Attorney General Johnson dated March 25, 1971, copy attached.

Very truly yours,

B. M. Hunt

B. M. Hunt
General Tax Agent

By: J. H. Kenny, Jr.
Senior Tax Agent

JHK/deg

cc: Mr. L. T. Harper
Hermiston City Manager
295 East Main Street
Hermiston, Oregon 97838

RECEIVED
STATE HWY ENGR
SEP 12 '72
REFER TO
FOR

9-12-72
Shang
Handle

[illegible]

S

FORM E-20 (REV. 10-60)
FOR [illegible]

7580

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1972

SUBJECT: Supplemental Agreement
Hermiston Section
Umatilla-Stanfield Highway
Umatilla County
Contract No. 7580
R/W File: 45313

To: Mr. Floyd Query
Secretary
Oregon State Highway Commission
BUILDING

The State's original fully executed counterpart of the above captioned agreement has been handed to Velda DeGuire for processing after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

The Right of Way Section should process payment of the consideration of $500.00 set forth in Section 1 (b).

The construction of the highway was completed on February 18, 1972 and all of the provisions in Sections 2, 5 and 6 were handled in the special provisions and fulfilled during the construction of the project.

Our District Engineer should be aware of Section 4 regarding maintenance of the highway and our responsibilities to the Railroad.

The work performed by the Railroad and set forth in Exhibit "B" has been completed and the bill has been approved by the undersigned on June 7, 1972.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: F. B. Klaboe
A. E. Johnson
C. T. Keasey w/copy of agreement
V. E. Skoog "
J. R. Oakes - Attn: Velda DeGuire w/original agreement
J. L. Sollis w/copy of agreement
W. E. Schwartz "
Harry Oswald "

NOTED
FLOYD QUERY

SP*82475-734

RECEIVED
JUN 30 1972
FOR FILING

7580

June 30, 1972

U. S. Fidelity and Guaranty Co.
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $3,900 will be made to L. W. Vail Co., Inc., on Contract No. 7580 for grading and paving on the Hermiston Section of the Umatilla-Stanfield Highway in Umatilla County as soon as the warrant is prepared.

The total amount paid on this contract will be $318,130.09 including the post-final payment. Of the total $2,445.65 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc L. W. Vail Co., Inc.
P. O. Box 847
Pasco, Washington 99301

C. T. Kenney
Walt Hart
V. E. Shoog
Attn: John Kerr
Wendell Schwartz

RECEIVED
FOR FILING

5

L. W. VAIL CO., INC.

L. W. VAIL, TREASURER
LEE ALEXANDER, PRESIDENT

ASPHALT PAVING - - - ROOFING
GENERAL HIGHWAY CONSTRUCTION

OFFICE ON NORTH FOURTH STREET
PASCO, WASHINGTON 99301

P. O. BOX 847

PHONE:
547-9511

7580

June 26, 1972

Oregon State Highway Division
Highway Bldg.
Salem, Oregon 97310
Attn: Tom Edwards

Ref: Contract #7580

Gentlemen:

We are not entirely satisfied with your findings concerning the time extension on the above referenced project. However, we feel you have attempted to be as fair as possible on this matter and so, we will accept the findings of your letter of June 19, 1972.

We assume this will decrease the liquidated damages of 43 assessed days to 8 assessed days. This being the case we will not quarrel further in the matter and will accept this as the final determination of the assessment.

Very truly yours,

L. W. VAIL CO., INC.

James W Harmon
James W. Harmon

JWH:bw

Keabel
Johnson
Young
Keasey

NOTED
TOM EDWARDS

RECEIVED
JUN 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 20 1972
FOR FILING

7580

June 19, 1972

L. W. Vail Co., Inc.
P. O. Box 847
Pasco, WA 99301

Gentlemen:

Your request for a time extension of 43 days on Contract No. 7580 for work on the Hermiston Section of the Umatilla-Stanfield Highway in Umatilla County has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 35 days is granted without assessment of liquidated damages. This extension covers the time charged after October 26, 1971, awaiting installation of the signal added by Price Agreement No. 2.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

George Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc: Floyd Query
F. B. Klaboe
A. E. Johnson
C. T. Keasey
V. E. Skoog
W. E. Schwartz
L. C. Johnson
V. L. Gallagher
JAB:fw cg

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 13, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 163 days, within which to complete our Contract No. 7580, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. During the period June 21 through Sept. 15 we request 10 additional days due to utility Company's delays in pole relocations and the necessity of delaying our operations to facilitate them.
2. During the period Sept. 1 and Sept. 27 we request 3 additional days for additional concrete work incorporated under Price Agreement #1
3. We request 30 additional days for delay caused by material availability for work required on Price Agreement #2.

Respectfully submitted,

L. W. VAIL CO., INC.
Contractor

By James W Harmon
James W. Harmon, Secy.

CONSENT OF SURETY

Date March 14, 1972

We, United States Fidelity & Guaranty Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Hilda S. Campbell
Hilda S. Campbell Attorney-in-fact

(SEAL)

Ed Ray
Ed Ray Resident Agent

5815

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7580 Contractor L. W. Vail Co. Inc.

Highway Umatilla-Stanfield

Section Hermiston

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 35 days. See attached letter.

Extend for all time counted after October 26, 1971 because of signal added late by Price Agreement No. 2.

Recommended for Approval:

Alfred Shelley Jr
Reg Const — Division Engineer

by Construction Engineer or Bridge Engineer

A E Johnson
asst. State Highway Engineer

Contract No.	7580
Project designation (State-Federal)	State
Date awarded	June 3, 1971
Work started	July 7, 1971
Per cent completed Calendar	100 2/18/72 (Date)
No. of Workdays Allowed	120
No. of Workdays Used	163
No. of Added Workdays Requested	63

State Printing 27080

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1972

SUBJECT: Hermiston Section
Contract No. 7580
Request for Time Extension

To: A. E. Johnson
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

L. W. Vail Company requests a 43-day extension of their contract time because of utility delay and two added Price Agreements. Some pertinent dates on this project are:

Bids opened May 27, 1971 $335,902.25 (3 bidders)
Contract sent June 9, 1971
Day count started June 21, 1971 120 calendar workdays allowed
Work started (crushing) July 7, 1971
PA #2 added signal ($5,700) dated September 8, 1971
120 days allowed elapsed October 18, 1971
New pavement striping completed October 26, 1971
All work complete (except added signal) November 3, 1971
Winter no count period starts December 1, 1971
163 days counted = 43 days liquidated damages at $100 per day = $4,300
Signal and project completed February 18, 1972 (still in winter dormant period).

In reviewing the weekly reports, I find no apparent delay to the contractor from utilities as he claims in July and August of 1971. Grading started July 12 (crushing had started July 7) and the number of people employed on the project seems to have been as high in July as any time subsequent.

A retaining wall added by Price Agreement 1 was to cost $3,976, but there were several significant quantity underruns during the life of the project on regular contract items resulting in a net underrun on just contract items of 9.2 percent.

SP*82475-734

Price Agreement No. 2 added a signal at a late stage at a cost of $5,700. This delayed absolute completion of the project from November 3, 1971 until February 18, 1972. I believe the project should have been placed under a stop work order in early November and avoided the accrual of about a months liquidated damages which was strictly due to the added signal.

We concur with the Region recommendation in a 35-day extension of time. This, in effect, assesses liquidated damages for the 8 days from October 18 when the time allowed had elapsed until October 26 when traffic had full use of the pavement. This would return $3,500 in liquidated damages to the contractor and leave $800 in effect. This was a State project.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
MAY 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 2 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7580

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

DATE June 19, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT

Extension of Time, Contract No. 7580
Hermiston Section
Umatilla-Stanfield Highway

L. W. Vail Company, contractor on the Hermiston Section of the Umatilla-Stanfield Highway in Umatilla County, Contract No. 7580, has made a request for extension of the contract time because of utility pole conflict and two added price agreements.

We cannot confirm significant delay to the contractor because of utilities requiring relocation. One of the price agreements adding a small retaining wall did not cause apparent delay either, as regular work progressed and several contract quantities actually underran. However, a signal installation added by price agreement at a late stage did delay overall project completion.

I have approved a 35-day extension for this reason, which will return $3,500 in liquidated damages to the contractor. This will leave eight days liquidated damages in effect at the rate of $100 per day for the overrun time used in completing the regular contract work. This was a State project.

This matter will be on the agenda for your concurrence at the June 27 meeting.

cc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
L. H. Young
V. E. Skoog
W. E. Schwartz
V. L. Gallagher
Gary Ross
Gary Sund

JAB:fw ms

RECEIVED
APR 14 1972

FOR FILING

7580

April 13, 1972

U. S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

On April 6, 1972, we wrote to you concerning release of final payment on Contract No. 7580 awarded to L. W. Vail Co., Inc., for work on the Hermiston Section of the Umatilla-Stanfield Highway in Umatilla County.

Final payment on this contract is $14,999.01 and the total contract amount is $314,830.09, including $2,445.45 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc L. W. Vail Co., Inc.
P. O. Box 847
Pasco, Washington 99301

U. S. Fidelity & Guaranty Co.
340 Central Building
Seattle, Washington 98104

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Harr
Wendell Schwartz

RECEIVED
APR 6 1972
FOR FILING

7580

DATE April 5, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7580 Work Completed February 18, 1972

Project Hermiston Section

Highway Umatilla-Stanfield County Umatilla

Type of Work Grading and Paving

Contractor L. W. Vail Co., Inc.

Recommended acceptance date April 5, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 16, 1972 for your formal concurrence.

VG:

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

RECEIVED
FEB 15 1[illegible]2

FOR FILING

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

3C 1144

75X6

February 14, 1972

City of Hermiston
295 East Main Street
Hermiston, Oregon 97838

Subject: City/State Construction--
Finance Agreement dated
June 2, 1970 and amendments

Attention: L. T. Harper
City Manager

NOTED
F. B. KLABOE

Dear Mr. Harper:

Your recent inquiry requested the status of the North City Limits-South City Limits Section of the Umatilla-Stanfield Highway within the City of Hermiston. Following is a summary of the project status to date:

	Corrected Estimated Cost	Performed To Date	To Complete
Contract Work	$334,670.53	$311,604.65	$23,065.88
Authorized Work under State Force Order	3,900.00	168.00	3,732.00
Engineering & Contingencies	50,000.00	48,391.69	1,608.31
Totals	$388,570.53	$360,164.34	$28,406.19
Retained from Contractor		(16,795.11)	16,795.11
Present Project Status	$388,570.53	$343,369.23	$45,201.30
City of Hermiston's Shate (20%)	$ 77,714.11	$ 68,673.85	$ 9,040.26

Traffic signal installation and other minor work yet to be completed by contractor.

State has not received billings from affected utility companies.

When all work has been completed and costs recorded, a final itemized statement will be forwarded.

Very truly yours,

George Baldwin
Administrator

By:

V. E. Skoog
Controller

PH:kmb

cc: F. B. Klaboe

RECEIVED
FEB 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

30-1144
7580

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION Hermiston	WEEK ENDING: Feb. 11, 1972
		SECTION PREFIX 30-1144
	HIGHWAY Umatilla-Stanfield	COUNTY Umatilla
NAME OF JOB Hermiston	KIND OF WORK Grading & Paving	
CONTRACTOR L.W. Vale Co. Inc.	CONTRACT NUMBER 7580	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT 6-3-71	DATE WORK STARTED 7-7-71	ESTIMATED COMPLETION DATE Feb. 29, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS work 120	WORK DAYS USED CALENDAR DAYS USED 163
PROJECT AUTHORIZATION: $ 396,458.05	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 136
EXCLUSIVE OF ENGINEERING: $ 365,020.85	ENGINEERING AUTHORIZATION $ 31,437.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 313,463.05	ENGINEERING COST TO DATE $ 47,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 90
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 9 %	PERCENT OF AUTHORIZATION 150 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.27	1.27		1.27	1.27
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.27	1.27		.20	1.27
TOTAL ESTIMATED QUANTITIES (CONTRACT)	12,300cy	15,300t		(44t 220cy	11,300t
TOTAL QUANTITIES CORRECTED TO DATE	10,372	13,439		(10t 220cy	11,472
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	same	same			same
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 Boom Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cold			
MONDAY	"			
TUESDAY	Fair			
WEDNESDAY	Fog			
THURSDAY	Cloudy			
FRIDAY	Rain			
SATURDAY 2-5	Cold	0		Cal. Workdays Stop Nov. 30, 1971

BEN GIFFORD

Routing
Keasey
Donia
Walker
Johnsen
Pease
Glenn
Litchfield
Berg

RECEIVED
FEB 14 1972
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work
MONDAY	No work
TUESDAY	2 men on traffic Signal
WEDNESDAY	Same
THURSDAY	Same
FRIDAY	same
SATURDAY	No work

REMARKS

SIGNED L. C. Johnson LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F316

RECEIVED
DEC 2[illegible] 1971
FOR FILING

city of hermiston

295 EAST MAIN STREET / HERMISTON, OREGON / 97838

30-1144
7570

December 21, 1971

Mr. F. B. Klaboe, Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Enclosed you will find a statement as to the City of Hermiston's costs in the relocation of the City's water utilities that were necessary during the construction of Highway 32 within the corporate limits of this city. The cost breakdown for each item listed is on file in this office, and should you feel it necessary to have this detailed breakdown for your files, we would be most happy to oblige. We are, however, enclosing a list of the property owners' names that were involved in the acquisition of easements and/or rights-of-way that were necessary for this project. At present, there is one property owner (Stewarts and Others) that has not seen fit to accept the City's offer of $100.00 for his easement. I have communicated with the City's attorney in regard to this matter and he has indicated that he will once again make an effort to get them to sign the necessary papers.

It would be desirous on the part of the City to be able to finalize this project as to the total City costs inasmuch as it was necessary for the City to write a construction warrant for the funds that were deposited with the Highway Commission. Interest that has been accumulating thereon could become quite substantial if this project is not finalized within a reasonable time period. Even though we have not been able to acquire this last easement, the cost thereof could be assumed by the City, probably at a lesser total cost than at the interest that would be charged for additional time periods on the construction warrant.

If there is further information that is needed so that this project may become finalized, kindly advise. May I again thank you on behalf of the mayor, city council and myself for the constructive efforts that were put forth by your office in seeing that this project became a reality.

Sincerely yours,

L. T. Harper

L. T. Harper
City Manager

LTH/pat

Enclosures 6

RECEIVED
DEC 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

12-22-71
Skaug
TAA

RECEIVED
JUN 21 1971
FOR FILING

30-1144

7580

June 18, 1971

L. W. Vail Company, Inc.
P. O. Box 647
Pasco, Washington 99301

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7580 for work
on the Hermiston Section of
the Umatilla-Stanfield Highway
in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc U. S. Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

U. S. Fidelity & Guaranty Co.
340 Central Building
Seattle, Washington 98104

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
L. C. Johnson

c

RECEIVED
JUN 10 1971

FOR FILING

30-1144

7580

June 9, 1971

L. W. Vail Company, Inc.
P. O. Box 847
Pasco, Washington 99301

Gentlemen:

Enclosed are three copies of Contract No. 7580 for $335,902.25 awarded to you by the State Highway Commission on June 3, 1971, for work on the Hermiston Section of the Umatilla-Stanfield Highway in Umatilla County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 21, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
L. C. Johnson
E. S. Coulter

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

30-1144

7580

June 7, 1971

Mr. Max Schulz
Post Office Box 632
Hermiston, Oregon 97838

Dear Mr. Schulz:

The project in Hermiston to which you refer is the subject of an agreement between that city and the Highway Commission.

The city agreedtto pay a percentage of the total cost, with the rest being derived from Highway Commission funds.

Actually, neither the Highway Commission nor any branch of state government has jurisdiction over how a city raises local revenue. In cases such as this, where a state highway is routed over a city street, the city retains authority to construct sidewalks and to assess abutting property owners for the cost.

I know that the question of sidewalks in this project has been controversial. However, it really appears to be a matter between you and your local city officials, and I do not believe it is proper for state government to interfere in such a city matter unless a substantial emergency exists.

Thank you for bringing the matter to my attention. I am sorry that I am unable to be of more help to you.

Sincerely,

Governor

TM:ma

bcc: Highway Division

RECEIVED
JUN 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

RECEIVED
JUN 7 - 1971
FOR FILING
Engr
Proj

1859

**OREGON STATE
HIGHWAY DIVISION**

Region 5

P. O. Box 850 La Grande, Oregon 97850 Phone 963-3177

June 3, 1971

Mr. Max Schultz
P. O. Box 632
Hermiston, Oregon 97838

Dear Mr. Schultz:

In answer to your latest letter, our proposal is to perform a minimum amount of work in the destruction of any curbs, walks or existing pavement. The contract that has been awarded for improvement through Hermiston will provide a modern four lane facility with adequate room for left turn maneuvers in many areas, as well as grades that will permit maximum utilization of the abutting land.

As stated before, this project is a cooperative one between the City of Hermiston and the Highway Division and is being performed in response to a request from the City of Hermiston. The work will be under the control of our engineer, Mr. L. C. Johnson, with an office in Hermiston.

I trust that when the project is completed, it will provide one in which you, as well as other residents in the City of Hermiston, can be justly proud.

In answer to your request, we have made a copy of your first letter so we can return that letter to you and at the same time maintain a copy in our files.

Very truly yours,

H S Coulter

H. S. Coulter
Regional Engineer

HSC:dj

bc: Mr. Tom Harper
Mr. F. B. Klaboe ✓
Mr. L. C. Johnson

RECEIVED
JUN 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Hermiston, Oregon
2148 N. E. First Street
May 1971
Ph. 568-8746

C O P Y

NOTED
R. HECTOR

Oregon State Highway Division
La Grande, Oregon

Dear Mr. Coulter:

I received your letter May 7, 1971 in regards to my long letter concerning the highway through Hermiston, Ore. one mile long called highway 32.

After reading your letter I could take it two ways so will ask for the right answer I want to make it clear to you that all the taxpayers are for putting in a 4 lane highway. But we don't want the good highway through here all destroyed and all walks from one end of the city limits to the other and done all over again Thats what we call W.P.A. work The point that I want to stress out is that we just want the highway widened where necessary and leave the walks in where installed now. If walks are to wide cut back to line up if necessary. Have your State highway investigator check out highway. You will find you can drive as a 4 line highway from Smithy's Pancake house to drive in theatre which is ½ mile north be on city line north line. Over ½ mile of this is paved to 4 lanes with sidewalks where needed and paved nice and level to business fronts where if the curbs were in would be just state highway death traps Curbs are just in the way for Business. Check the route on 32 and you'll find that the street is paved from Smithy Pancake house now 4 lane and sidewalk in each side of st. The same 4 lane highway between Hermiston Hotel and Pearsen garage down in front of Rambler garage paved to business building and across the street be on State Highway Boundary line. ½ mile from Smiths pancake House north in front of Stewards grocery store sidewalk and paved direct across the street right up to the walls business front of Churchs drivein. How much better can you do with this highway and walks than it is without moving all the buildings back? Down in front of Sands motel and the tire shop are paved way and boundary lines of highway right up to their business walls. Everybody likes it this way. With curbs in in the way for business and death traps for people to fall over and break arms, legs-hips especially for older people in good or bad icy weather for falls trying to get over curbs. All the city wants the curb in and charge people $9.00 foot to property owners only is in my opinion and everybodys elses opinion is to get KICK back money to do---? You know what. On other streets the job was only $5.00 and 6.00 a ft charged to property owners.

Are your plans just to widening the highway where needed to make full 4 lane paved or are you going to destroy all our good highway that is carry 100 ton loads for the last 50 years and do it all over again and then if it only last 3 years like the freeway and then don't over every 3 years then I say its a WPA job and waste of license plate money and gas tax money. If the state

Highway destroys this highway through Hermiston then I say the State Highway has money to Burn or waste tax payers money. Why don't they put the money where a 4 lane is really needed like right from the Hermiston Drivein and North going up the hill that has caused 20 bad wrecks in the last 3 years. People trying to pass going up and down on a 2 lane highway on a blinding grade. Put that money you got to destroy 32 with to a place where it is really needed and do some good and save accidents and lives. Somebody isn't using good judgement and doing backward progress and waste of state money.

Will write more if I hear from you soon. Your justice Club member

/s/ Max Schultz

ps I'll be glad to answer any questions and show you the highway needs to be only in various portions to make it a full 4 lane through Hermiston. If you don't have investigators to check out high then we have other rights.

Please save my big letter to you and if you don't want it send it back to me

Hope to hear from you soon

Yours truly

Max Schultz

SCHULZ TO HWY 5/27

Hope you can read did in a Hurry; we are working against time A.

Hermiston Ore
2178-NE First
May 24-1971
PH: 567-8746.

Dear Governor McCall:

Will write in Protest in regards to High way 32 of 1 mile all inside of City limits for a highway that we don't need to do over when its all in and $\frac{3}{4}$ of a mile is 4 lane and side walks where needed. If you don't believe it send a State or Government investigator to check out highway at once. Its suppose to go up for bids May 27- but all us property owners and tax payers are protesting it. To destroy this good highway and side walks is saying the state highway and government matching funds has money to burn. 5000. will make it a good 4 lane where several feet haven't been paved on edge in spots. All the project is for is for some body to make some Kick Back money in my opinion and property owners opinion. After you have read my long letter you can figure things out. I have 8 more papers concerning this highway I'll send you later. If you can't help protest or withdraw this project forward on to Attorney Johnson. If he can't do any thing then it will have to go thro the Salem sessions to prove waste of tax payers money. Mr SNIVELY PH: 567-5256 has been fighting it for 3 years. Send your investigator to him at once. Have a recorder to PROVE.

B

while the property owners are crying every night the city hall Hermiston click is laughing. now the talk is out to have a recall election and have the city manager city mayor fired. One property owner and many people (property owners) will pay a free ticket for the manager back to Kansas. ~~Th~~ He has many property owners all over in town in debt to city at 6% interest with liens against theze property that they couldn't over come. There's between $50.000 $75,000. on the books and there will be that much more coming up on another project just starting. If your office can't help the tax payer then we have the right to send down 500 protestors to SALEM to against this $94.000 side walk, gutter, curbs that we don't need. Of which we already have where needed. Everybody's gas tax and license fee money in the State of Oregon to this project where it isn't needed. Its needed where there isn't any paved road like it needs a 3 or 4 lane paved road going up from the drive in HERMISTON theatre north that is causing 30 wrecks a year and a big death trap. check it out.

propery owner max Schulz

①

My opinion in regards to curb and gutter of highway 32 of one mile inside of city limites of Hermiston, Oregon. The city says there is traffic. What did they say when all that east and west traffic came through Hermiston before the freeway was completed about three years ago. Now the highway is wider and two and three and four lanes within the mile of city limits. Before the freeway went in it was just two lanes through Hermiston and it handled all the east and west traffic. My opinion we lost 77 percent of the traffic to the freeway three years ago more or less. Now we just have 23 % percent of the traffic going through north and south. This 23 percent consists of freight trucks, cattle, machinery, bottle gas trucks, beer trucks, explosive trucks, 60 foot trailers and 12 foot wide more or less, gravel and gasoline, grain, moving vans, convoys. My opinion at this time is to put a route from the Echo junction freeway straight north to the McNary bridge. Now is the time to do it as it is going to be done sooner or later. My opinion is all the tax payer's money will be wasted trying to put the traffic through Hermiston especially truck traffic that we don't need. I am sure the county would be glad to give the state highway their county dirt and gravel roads to be paved and to be made two or four lanes from Echo junction to the county McNary bridge, which would be north and south and all trucks not coming to Hermiston would not need come this way. Now is the time to put the truck route in before it gets thickly settled. Later it will cost thousands more than it will now. My opinion the city has never informed the tax payers what happens beyond south east fourth street, which from there on is outside of the city limits. I heard some business will have to make changes. What they are you tax payers investigate. Now my opinion is that it will cost up to a million dollars more or less to put a four lane over pass from Farmer's

Market to the city limit line at south east Fourth Street. With this money and the money they spend going through Hermiston and just how far they plan to make a four lane from Stanfield to Hermiston to north city limit line that same money can be used for a better future advantage to get the truck traffic rerouted from Stanfield and Hermiston. Trucks coming through Hermiston are very dangerous. Various things can break loose or give away, brakes can go out any time, drivers driving without enough sleep get out of control anywhere anytime, slick weather is very dangerous, and many more miscellaneous hazards can be involved of miscellaneous types. They had a meeting for the general public and all the property owners along the one mile, 5,280 feet on either side of the highway, to vote if you want to pay for the gutter and curbing bordering your property and bordering the highway at $9 a foot more or less whether you can afford it or not which was put up by the Council. I was informed some residents with their back yards bordering the highway will have to pay --? Get their measurements in feet and figure it out at $9 a foot more or less. It will be unbelievable. Who is some of those people south of the Ford garage up to south east Fourth Street. You go and ask all those people what's going on. Tax payers and voters better invesitaate right fast before the next meeting which should involve all the tax payers inside the city limits. If one property owner changes their mind or vote then my opinion is your next year's taxes will be 10 to 100 dollars more to raise taxes money to pay a bill that we don't need. The next meeting will be April 12, Monday 8 p.m. at the C.R.C. The property owners won, that they didn't want the $94,000 more or less billed against them at the March 29 hearing. But the City Council extended it two weeks. Why did they extend the meeting for two weeks--? My opinion is because they want some to change their minds so the city can have their way at the expense of the property owners that can't afford it. My opinion is why make 60 property owners pay for the $94,000 debt more or less to provide something for the city, the county, the state, and the whole United States. My opinion the whole set-up is unconstitutional. All the property ~~woners~~ owners worked hard to get this debt off their minds for the March 29 meeting. They won fair and square. It is my opinion it is unconstitutional to have another meeting. What will happen at this April 12 meeting--? My opinion there will be some lawyers there. Everybody is welcome to the meeting, Monday, April 12 at the C.R.C. 8 p.m. Do all you people know what would happen to all the street or highway and sidewalks that we have that are doing a good job already--? I was informed they would destroy all the pavement and walks from one end of the city to the other and do the paving all over again. To make room for the curb and gutter my opinion is that they will MAKE make the whole job worse than it is now. ~~Now~~ the highway through Hermiston has been doing a good job ind carrying up to 100 ton loaded vehicles and standing up. for the last 50 years. The road bed is solid and good. Some of the freeways that have been in three years are falling apart and had to be done over. To destroy it Highway 32 would be like a W.PA job if you remember those times in the 30's. The tax payers if I remember right destroyed blocks and blocks of pavement several years back in Hermiston and then put in all new pavement. It lasted three years and then they plowed it all out and did it over again. That's WHAT want I call WPA jobs at the tax payers expense. Now say if they put in the curb and gutters what would we have. My opinion we would have $94,000 worth of trouble more or less. My opinion the curbs would be highway death traps. For example where they are in now try and drive into Meade's Grocery Store from the east without going over the curb as you are going west, to drive in to shop and also try to get into

Safeway parking area without hitting the curb. Also try and pay your gas bill at the gas office. All you Hermiston people look at the street in front of Rambler garage. Look north and south and the pavement is paved good and paved clear up to the front door of most of all the business houses clear to Ness Service Station which is the north city limit line. 3rd South to S E 4th St. Everything north of that intersection is outside of city limits. How could you pave the street any wider than it is now without moving all the business buildings ~~that~~ and who is going to pay for that.? My opinion is if the curb and gutter werE in from one side of the street to the other the full one mile, 5,280 feet, there would not be any room for anybody to park in front of their place of business like they are doing now. There will be two lines in center of highway meaning you can't cut across to any store you wish to shop. You can only turn out of lanes at intersection only then you have to go around block to get where you want to go. My opinion is you won't be able to park on the main drag any more. You will have to park on side streets and then walk to your business choice. This will make parking lots very crowded. My opinion say if the gutter and curb were in then we would have a river running down the highway clear down to Ness Service Station. Then we would have a duck pond down there for the traffic to run through. My opinion ther is very Few drainage spots to carry the water away after a heavy rain. Everybody get out and look your one mile of beautiful pavement and paved from edge to edge with no curbs to drive over and fall over in freezing weather. What spots need to be little wider my opinion $5,000 will do it and make a three or four lane through Hermiston as you see it now. Read this write-up and investigate quick. Time is limited. It is eveERybody's futer FUTURE to save our nice paved highway. I have lived in Hermiston 20 years and I'm writing my opinions on every thought in the write-up for everybody to consider and give it big consideration. The Union Pacific property owner across from Safeway store I was informed would cost them $10,500 more or less for the curb and gutter. With this in the property along there would make it useless, but without the curb it could be leveled off and used for a parking area. The curb and gutter there would be no advantage to the Union Pacific Railroad only a debt. This same money could be used for a better advantage at Hinkle or at some dangerous railroad crossing where it could save lives. The only advantage to a sidewalk from one end of town to the other would be a $94,000 project for two or three hitchhikers that come through in a month. Every every so no nee

Most residents and students travel by car and Bus for walks

Your leader for justice by the people for the people. for justice club Your for good judgement and progress.

Max SCHULZ
Phone. 567-8746
Hermiston, Ore

RECEIVED
MAY 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Most residents and students travel by car and buses; so NO need for side walks this day and age People don't have time to walk any more; the world is traveling at A fast speed. Putting in walks is going back to the buggy and wagon days

T[illegible]ed from original sr

Hope you can read. Did in
a hurry; we are all working
against time.

Hermiston, Oregon
2148 - NE First
May 24, 1971
Ph. 567-8746

Dear Governor McCall:

Will write in protest in regards to Highway 32 of 1 mile all inside of city limits for a highway that we don't need to do over when it's all in and 3/4 of a mile is 4 lane and sidewalks where needed. If you don't believe it, send a state or government investigator to check out highway at once. It's suppose to go up for bids May 27, but all us property owners and tax payers are protesting it. To destroy this good highway and sidewalks is saying the state highway and government matching funds has money to burn. $5,000 will make it a good 4 lane where several feet haven't been paved on edge in spots. All the project is for is for somebody to make some kick back money in my opinion and property owners' opinions. After you have read my long letter, you can figure things out. I have 8 more papers concerning this highway I'll send you later. If you can't help protester withdraw this project, forward on to Attorney Johnson. If he can't do anything, then it will have to go to the Salem sessions to prove waste of tax payers' money. Mr. Chas. Snively, Ph. 567-5256, has been fighting it for 3 mos. Send your investigator to him at once. Have a recorder to prove.

While the property owners are crying every night, the city hall Hermiston click is laughing. Now the talk is out to have a recall election and have the city manager city mayor fired. One property owner and many people (property owners) will pay a free ticket for the manager back to Kansas. He has many property owners all over in town in debt to city at 6% interest with liens against their property that they couldn't overcome. There's between $50,000-$75,000 on the books and there will be that much more coming up on another project just starting.

If your office can't help the tax payers, then we have the right to send down 500 protesters to Salem against this $94,000 sidewalk, gutter, curbs that we don't need, of which we already have where needed. Everybody's gas tax and license fee money in the state of Oregon to this project where it isn't needed. It's needed where there isn't any paved road like it needs a 3 or 4 lane paved road going up from the drive-in Hermiston theatre north that is causing 30 wrecks a year and a big death trap. Check it out.

[redacted]

on every thought in the write-up for everybody to consider and give it big consideration. The Union Pacific property owner across from Safeway store I was informed would cost them $10,500 more or less for the curb and gutter. With this in the property along there would make it useless, but without the curb it could be leveled off and used for a parking area. The curb and gutter there would be no advantage to the Union Pacific Railroad, only a debt. This same money could be used for a better advantage at Hinkle or at some dangerous railroad crossing where it could save lives. The only advantage to a sidewalk from one end of town to the other would be a $94,000 project for two or three hitchhikers that come through every month. Your leader for justice by the people for the people. Your justice club for good judgement and progress.

Most residents and students travel by car and buses, so no need for sidewalks this day and age. People don't have time to walk any more. The world is traveling at a fast speed. Putting in walks is going back to the buggy and wagon days.

/s/ Max Schulz
Phone 567-8746
Hermiston, Oregon

RECEIVED
JUN 3 - 1971
FOR FILING

30-1144
7580

June 3, 1971

L. W. Vail Co., Inc.
P. O. Box 847
Pasco, Washington 99301

Gentlemen:

The State Highway Commission on June 1, 1971, accepted your proposal for grading and paving on the Hermiston Section of the Umatilla-Stanfield Highway in Umatilla County for the sum of $335,902.25, and referred it to the State Highway Engineer with authority to award the contract as soon as the City of Hermiston approves the project, deposits $79,300 and all the right of way is acquired by the City.

These conditions were fulfilled, and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7580.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

Frank Morgan
Ivan Merchant
H. S. Coulter
L. C. Johnson
Wm. Geibel (SAIF)

RECEIVED
[illegible] 2 - 1971
FOR FILING

30-1144
7580

bc: F.B. Klaboe [illegible]
~~B. H. Young~~
F. D. Morgan
V. E. Skoog, att'n John Herr
H.S. Coulter

May 28, 1971

Mr. L. T. Harper
City Manager
City Hall
Hermiston, Oregon 97838

Dear Mr. Harper:

On May 27, 1971, the State Highway Commission opened bids on the Hermiston Section of the Umatilla-Stanfield Highway. The apparent low bid was submitted by L. W. Vail Co., Inc., P.O. Box 847, Pasco, Washington.

The anticipated total cost based on the low bid is as follows:

Contractor's bid		$335,902.35
Anticipated additional items;		
Flagging, State share	2,500.00	
Railroad protective costs	1,000.00	
Permanent pavement striping	300.00	
Adjust utilities	2,600.00	
Retaining wall left of Sta. 289	2,000.00	
Pedestrian traffic signal	5,000.00	13,400.00
		$349,302.35
Engineering & contingencies, 13½%		47,155.82
		$396,458.17
Estimated preliminary State share, 80%		317,166.54
" " City " 20%		79,291.63
		$396,458.17

Since the project cannot be awarded until the City has deposited its estimated share of cost, please forward at your earliest convenience, a check to this office in the amount of $79,300 made payable to the Oregon State Highway Commission. Adjustments will be made upon completion of the project.

I might mention the award is also contingent upon the acquisition of the necessary right-of-way.

RECEIVED
MAY 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

H. S. Cox
County and City Engineer

Oscar H. Norberg

By: Oscar H. Norberg
Cities Engineer

OHN:mm

RECEIVED
MAY 10 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

Region 5
P. O. Box 850 La Grande, Oregon 97850 Phone 963-3177

Const
Corr
Munic [illegible]

May 7, 1971

Mr. Max Schultz
P. O. Box 632
Hermiston, Oregon 97838

Dear Mr. Schultz:

Your voluminous letter has been reviewed by this office regarding the proposed work on the Umatilla-Stanfield Highway through Hermiston. Bids will be taken on the proposed widening and improvement about the end of this month. This project will include all that is necessary to widen this highway to four lanes with curbs and sidewalks where appropriate. The project is being done under a cooperative effort between the city and the State Highway Division and was instigated upon request of the City of Hermiston. I appreciate your thoughts in attempting to avoid waste of the taxpayers' funds, however, the opinion that you have of traffic volumes is not correct. Actually the volume of traffic in Hermiston reaches a maximum of more than three times the traffic volume at its lowest point between the Columbia River and Interstate 80N. The traffic volumes are increasing.

The Highway Division has a continuing program of counting traffic to keep track of the increases and decreases at various locations. These volumes are counted at ten locations on this highway in Hermiston. The following tabulation indicates the traffic volumes for three years, 1964, 1967 and 1969 at three locations, the North City Limits, just north of Main Street and the south city limits:

	1969	1967	1964
North City Limits	6200	4950	4250
North of Main	9700	9050	8100
South city limits	3550	3250	3200

As you will see the volume of traffic near the edge of town is much less than in the middle and this traffic has gradually increased over this reported five year period.

The State portion of the cost of this project, as well as all other highway work performed by the Highway Division are paid for from dedicated highway funds. These come from tax on gasoline, motor vehicle licenses fee and other highway user taxes.

We trust that upon completion of this project, the traffic flow along the street, as well as in and out of the various commercial establishments adjacent to the highway, will be much easier and safer.

Very truly yours,

H. S. Coulter
Regional Engineer

HSC:dj

bc: Mr. Tom Harper
Mr. F. B. Klaboe✓

RECEIVED
MAY 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

COPY

Hermiston, Oregon
P. O. Box 632
May 1, 1971
Phone 567-8746

State Highway Dept.
La Grande, Ore.

Dear Dept. of Heads.

I'll give a little more of my side of the facts of the 1 mile of paved highway through city center of Hermiston called Highway 32. If you send your highway investigators here you will find 4 lane highway in the 1/2 mile of highway you plan to destroy and do all over again which I call a WPA job. From Smith's pancake house its 4 lane clear to Sands Motel. All you have to do is pave one lane and that will finish it all up to a 4 lane highway. It would be throwing money down the drain or waste of highway funds to do this job all over again when this same money could be used to by pass Stanfield and Hermiston. By going direct to McNary Bridge or swing in from Echo junction and come back on Highway 32 just north of Hermiston the county or state just put in a full highway on north edge of Hermiston and coming from the east and going straight west pass Westland land store and north west sale yard and right on 82 interchange and on your way to travel on free way. May be you could connect on this East Diogional Road from Echo junction interchange. The Echo junction interchange is right of freeway 82 is the one just out of out skirts of Standfield. 80% of the traffic through Hermiston 24 hrs a day is all types of trucks. Come and check it out for your self. The City of Hermiston will tell you any thing just to get the highway to get their friends to get their fingers and share of the Thousand of dollars not needed there for them to do so.

A truck route is needed to keep most of truck traffic out of Hermiston. Its got to be done sooner or later and the time is now before the land gets thickly settled and then it will cost 10 times as much later. I'll be glad to answer any questions you wish to know or show you any facts you want to know in letter or not in letter. I could say more if necessary. It will cost as much to widen and straighten highway 32 from Echo junction through Stanfield and Hermiston.

If you do this on Highway 32 we will still have the truck traffic on 32 and then later you will end up putting in a truck route to by pass Standfield and Hermiston. Then you will have 2 projects to spend money on. Leave Highway 32 as it is and use this money to put in truck route and save all this money you plan to spend on Highway 32 with no good future use for truck traffic. Then you just spend money on one route instead of 2 and the one route will be the best way to solve the truck traffic. Every body in Hermiston will tell you that except the city Hall. City Hall didn't pay the highway taxes the general public and looks the City Hall has more power then the tax payers. Any 6 page typed letter will give you the facts of a $94,000 sidewalk and curb project that we don't need. We have a good side walks in now where needed so why do it over and over.

cc Snell (2) 5-7-71 [illegible]

Didn't have time to get high school girl to type 3 pages so have your office girl. Your secretary type letter for easy reading. All the state highway has to do is spend $5,000 or less now in Hermiston for the mile of city limit highway through town. This will make the balance of less then 1/2 mile a 4 lane highway with a good pavement down and is paved from edge to edge now - 90 ft wide paved more or less now. For quick service pave 2 lanes and don't destroy the highway here now. Its been here 50 yrs and carried 100 ton loads with no going to pieces. The new freeway has gone to pieces in many places and has only been in 2 or 3 yrs. Stop and think. Have all state highway investigator check out highway and my facts. Everybody in the country don't want the whole highway destroyed and hauled away then be down to sand and do over.

RECEIVED
SEP 1[illegible] 1972
FOR FILING

7580

5

Salem, Oregon
May 6, 1971

Agenda Item 4p
May 4 Commission meeting

Mr. F. D. Morgan
Construction Engineer

Attention: T. W. Litchfield

RAILROAD COMPANIES
FILE No. 180

Attached are two fully executed copies of an agreement with Union Pacific Railroad Company providing for construction of the Hermiston Section of the Umatilla-Stanfield Highway.

Please have the Railroad Company date and sign both copies. We have retained a xerox copy until the original is returned for the Commission's files.

Floyd Query, Secretary

fkm
Att.

RECEIVED
JUL 1 - 1971
FOR FILING

30-1144
7580

NOA ⑤
5-4-71

May 6, 1971

City of Hermiston
City Hall
Hermiston, Oregon 97838

MISC. CONTRACTS and
AGREEMENTS No. 3767

Attention: Robert D. Irby
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning improvement of the Umatilla-Stanfield Highway changing the cost of the project to be shared on the basis of 80% State and 20% City.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
Att.

cc H. S. Cox
(agree. att.)

RECEIVED
APR 29 1971
FOR

30-1144
7580

April 28, 1971

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the May 4 meeting an agreement with the Union Pacific Railroad Company providing for the construction of the Hermiston Section of the Umatilla-Stanfield Highway.

This agreement grants an easement to the State (for a consideration of $300) on a strip of Railroad property required for this project. The State is to reimburse the Railroad for all the expenses they incur, which are estimated to be $675 for preliminary engineering and $10,638 which are assessments to be made by the City of Hermiston against the Railroad. The contractor is to provide the usual insurance coverage. The State has three years from the date of execution of the agreement to complete the project.

We recommend your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
V. D. Wolfe
F. D. Morgan (Attn: T. W. Litchfield)
V. E. Skoog
L. H. Young
H. S. Coulter
TWL:dl sr

RECEIVED
APR 21 1971
FOR FILING

30-1144
7580

April 20, 1971

Oregon State Highway Commission

Gentlemen:

We have an agreement with the City of Hermiston for the improvement of the Umatilla-Stanfield Highway within the city limits.

This agreement calls for the City to contribute 25 percent of the cost of the project. The City has decided to raise their share of the funds by assessing the adjoining property owners for the improvement. After considerable give-and-take between the City and the property owners, the majority of the property owners have agreed to this method of financing. However, under their assessment formula, they are only able to raise $80,000 to $85,000.

Our estimate of the total cost of the project is $408,000. The City's 25 percent share would therefore amount to $102,000. Thus, they are something in the neighborhood of $20,000 short of having enough funds so the job can proceed. We recommend that the normal 25 percent share be reduced to 20 percent in this instance so that we can proceed with the job which will benefit both the State and the City.

Chairman Jackson approved this change on April 20 and the matter will be on the agenda for confirmation at the May 4 meeting.

Very truly yours,

Presented as NOA

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
L. H. Young
H. S. Cox
Frank Hall
H. S. Coulter

FBK:srb fn

RECEIVED
APR 12 1971
FOR FILING

30-1144
7580

April 9, 1971

Mr. A. F. Rohrman, Chairman
Hermiston Planning Commission
Post Office Box 65
Hermiston, Oregon 97838

4074

Dear Mr. Rohrman:

Re: Proposed Hermiston Section Project, Umatilla-Stanfield Highway, Umatilla County

This is in reply to your letter of April 1 relative to the proposed Hermiston Section project on the Umatilla-Stanfield Highway.

The total estimated cost for this project, including engineering, is approximately $376,000, which includes only replacement of existing sidewalks required to be removed. The estimated cost of this sidewalk replacement is approximately $2,000. The estimated cost for sidewalks throughout the project is $32,000.

Our engineer's cost estimates are determined by Cost Analysts who are specialists in this field and, over a period of the last few months, these estimates have averaged approximately 6.8 percent above low bids.

Construction of curbs and gutters is necessary to contain this four-lane section within the right-of-way and to provide for drainage.

No alternate corridor is being considered at this time and there appears to be no other logical corridor for this project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Tom Harper
cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
H. S. Cox
H. S. Coulter

CGS:jg srb

SALES - SERVICE
Since 1930
F. ROHRMAN
A CHARLES ROHRMAN
ROHRMAN MOTOR COMPANY
Hermiston, Oregon
Ph: 567-3291

REFERRED TO Edwards
R. L. PORTER

April 1, 1971

Oregon State Highway Division
Highway Building
Salem Oregon.

Re: Oregon Highway#32
No. City limits to So. City Limits

Att: R.L. Porter

Dear Sir:

There are pros and cons on the above captioned project. I know that you people never get yourselves involved in a community squauble.

If it is at all possible I would like to have answers to the following:

(1). How much is the cost estimate for the complete job?
(2). How close have your estimators been comin g to the actual bid figures?
(3). Has this figure been usual more or less than the engineers estimate?
(4). How much is the estimate for the job without sidewalks?
(5). Is it necessary to have curb s and gutters to make this 4 lane?
(6). Should this scheduled project be turned down by remonstrators when would you anticipate that a new corridor would be chosen?
(7). Has an alternate corridor been chosen ?

yes

no new corridor
eing considered and
one is figured

Our hearing on this project has been extended to Monday April 12 therefore I would like to have an early answer.

Yours truly
A. F. Rohrman
A.F. Rohrman

PS: I am presently Chairman of the Hermiston City planning Commission. Have been involved in m any community projects, had about 10 years on the City Council and Mayor and still take a vital interest in community affars and it's welfare.

RECEIVED
APR 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] direct

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OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 1

ion: Hermiston
hway: Umatilla - Stanfield (F.A.R. 462)
nty: Umatilla
fix: 30-1470

Res. Engr.
Approx. Length 1.3± mi.
Sta. 261+11± to Sta. 328+00
Date 3-23-71

Annual Precipitation 9"±
Frost Penetration 24"±
CBE Total Requirement 22.5" (Minimum for (Traffic Classif.)

n Truck A.D.T. 577
afic Coefficient 9.6
kip s. a. per day 224.3

Materials Source:

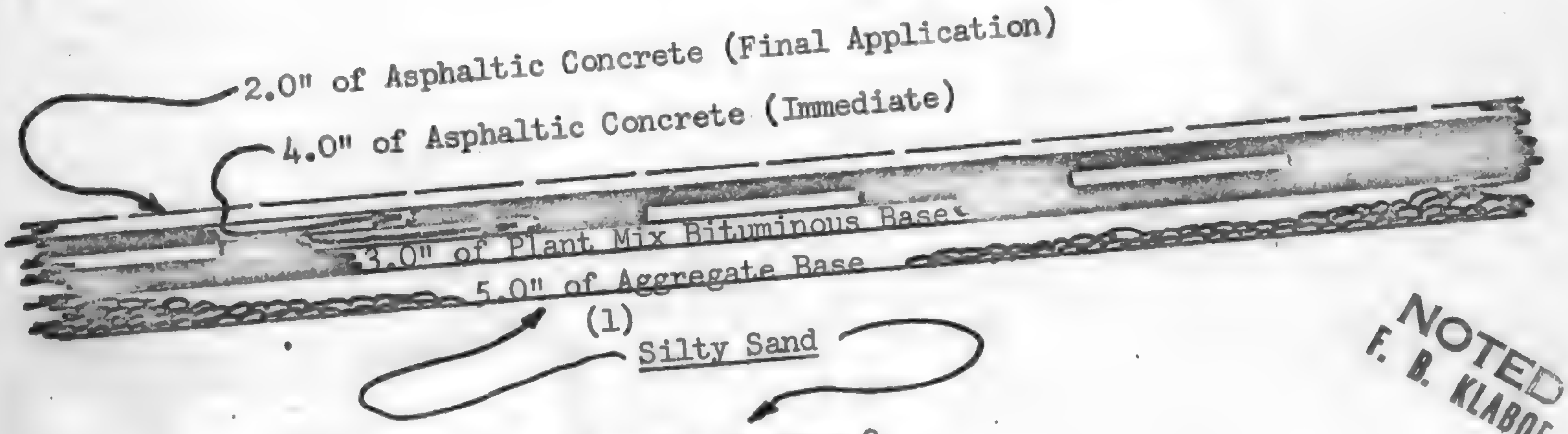
See remarks on Page 2.

Credit	Actual Thick.	Component
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I)
5.5	3.0	P.M.B.B.
5.0	5.0	A.B.
22.5	14.0	

Typical Soil

21	LL
0	PI
[illegible]	%P 10
33	%P 200
11	% Gravel
10	% C Sand
46	% F Sand
28	% Silt
5	% Clay
54	R Value
A-2-4	AASHO Classif.

STRUCTURAL SECTION
NEW WORK


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
3.0" of Plant Mix Bituminous Base
5.0" of Aggregate Base
(1)
Silty Sand

See remarks on Page 2.

(Over)

NOTED
F. B. KLABOE

Submitted by C. J. Gregg
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by W. H. [illegible]
Asst Program and Planning Engineer

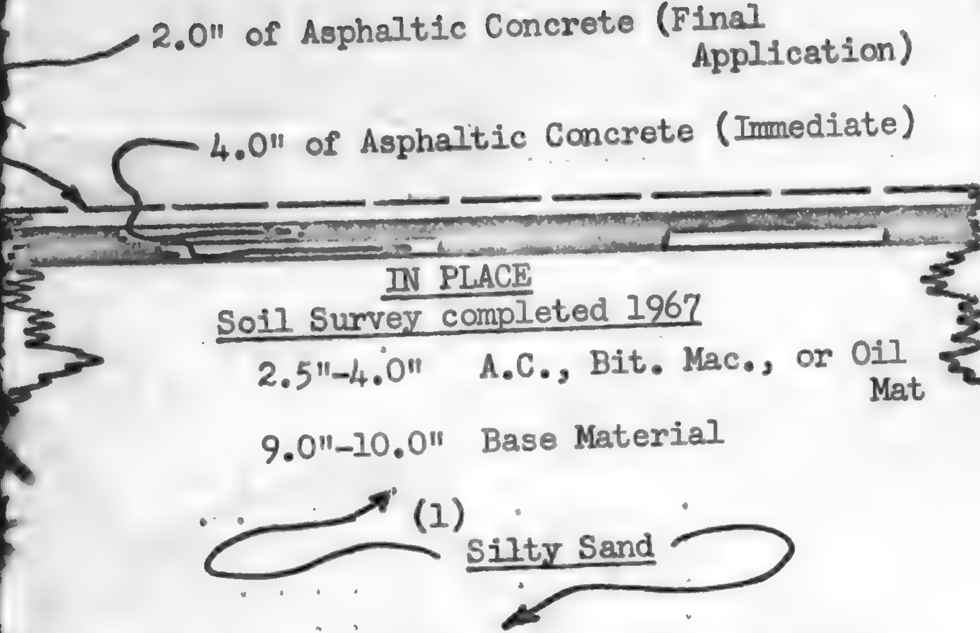
Approved by M Klaboe
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

STRUCTURAL SECTION

*EXISTING ROADWAY

Credit	Actual Thick.	Component
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I)
IN PLACE - AVERAGE		
4.5	3.0	A.C., Bit. Mac., or Oil
7.5	9.5	Base Material
24.0	18.5	



2.0" of Asphaltic Concrete (Final Application)

4.0" of Asphaltic Concrete (Immediate)

IN PLACE

Soil Survey completed 1967

2.5"-4.0" A.C., Bit. Mac., or Oil Mat

9.0"-10.0" Base Material

(1)

Silty Sand

*Note:
Width varies from 21'± to 56'±. Width of sections to be salvaged is at the discretion of the Resident Engineer.

STRUCTURAL SECTION

Credit	Actual Thick.	Component

SECTION: Hermiston

HIGHWAY: Umatilla - Stanfield

COUNTY: Umatilla

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Aggregate Base	1.0"-0 Aggregate Base	"CBE" Total Requirement	Actual Thickness
8.0-9.0	3.5"	- - -	13.0"	20.0"	16.5"
7.0-8.0	3.5"	- - -	10.5"	17.5"	14.0"
6.0-7.0	3.0"	- - -	9.0"	15.0"	12.0"
4.8-6.0	2.0"	- - -	10.0"	12.5"	*12.0"
Cars Only	2.0"	- - -	10.0"	11.0"	*12.0"

*The total surfacing thickness has been increased to equal approximately ½ the depth of frost penetration.

Remarks:

Where crushed material is required for base, shoulders, or level, recommend the 1.0"-0 crushed for the Plant Mix Bitiminous Base be used in lieu of normal specification sizes.

A State Quarry (1-R-1-1476) M.P. 2.7, Umatilla-Stanfield Highway, qualifying tests completed, is available.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0 " Crushed Base
1.0" Plant Mix Bituminous Base = 1.8 " Crushed Base
1.0" Cement Treated Base = 1.8 " Crushed Base
1.0" Oil Mat = 1.1 " Crushed Base
1.0" Stone Subbase = 0.8 " Crushed Base
1.0" Lime Treated Subgrade = - - " Crushed Base

Above factors apply to materials that comply with Standard Specifications, ~~Supplemental Standard Specifications~~, and Special Provisions.

"CREDITS FOR EXISTING MATERIALS"

1.0" A.C., Bit. Mac., or Oil Mat = 1.5" Crushed Base
1.0" Base Material = 0.8" Crushed Base

TRAFFIC ANALYSIS

SECTION: Hermiston

HIGHWAY: Umatilla - Stanfield

COUNTY: Umatilla

9200 Present ADT (1971)

5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	180	1.5	270	225	450	101,250
3	50	1.5	75	63	1000	63,000
4	30	1.5	45	38	1250	47,500
5	190	1.5	285	238	3180	756,840
6	10	1.5	15	13	2570	33,410
				577	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,002,000

TWENTY YEAR EWL 20,040,000

TRAFFIC COEFFICIENT 9.6

SECTION: Hermiston

HIGHWAY: Umatilla-Stanfield

COUNTY: Umatilla

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks:

5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., Bit. Mac., or Oil

7. Stage Construction: Part of the design

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: Adequate material sources are available

10. Stimulation of Competition: Traffic does not warrant the use of C.R.P.C.C.

11. Construction Consideration: Not a problem on this project

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration

13. Traffic Safety: Not a problem

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made for the following reasons:
See Item 10.
This is a widening project and traffic has to be maintained during construction. Cement Treated Base was not considered due to length of curing time required.
Truck traffic is such that use of a treated base is recommended, for this project, Plant Mix Bituminous Base.

RECEIVED
[illegible]R 30 1971
FOR FILING

City of **hermiston** 295 EAST MAIN STREET / HERMISTON, OREGON / 97838

O-1144.
7580

February 25, 1971

MISC. CONTRACTS and
AGREEMENTS No. 3967
~~RAILROAD COMPANIES~~
~~FILE No.~~

Mr. H. S. Cox, County & City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Umatilla - Stanfield Hwy.
[illegible] City [illegible] - [illegible] City [illegible]
Sec.

Dear Mr. Cox:

Enclosed you will find three signed copies of the agreement and Resolution No. 365 which was passed by the Hermiston City Council on the 22nd day of February, 1971.

I hope the contents therein will be satisfactory in nature to comply with your request.

Sincerely yours,

L. T. Harper
L. T. Harper
City Manager

LTH/pat
Enclosures (6)

RECEIVED
COUNTY & CITY SECTION
FEB 26 1971
☑ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☐ [illegible]
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Phyllis
The letter signed by the City officials should probably be filed with the agreement,
C4A 3967 —
FG

NOTED
FLOYD QUERY

RECEIVED
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

30-1144
HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511
7580

TOM McCALL
GOVERNOR

February 11, 1971

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. R. B. Hardin

Re: Revised Encroachment Map
Hermiston Section
Umatilla-Stanfield Highway
Umatilla County
Your File: D 315 - 2 - 142

Gentlemen:

Herewith you will find four prints of our revised Encroachment Map No. 9B-8-12, dated February, 1971, and four copies of our description for a permanent easement for slopes, File No. 45313, dated February 9, 1971. The cross sections as submitted with my letter dated January 11, 1971 are unchanged.

We have received your letter dated January 20, 1971, with which you transmitted your Exhibit map, dated January 18, 1971, showing the proposed easement. We have reviewed this map and find it acceptable, except we have added the tie from highway centerline to the railroad centerline as shown on our 1935 map, and also corrected the equation in highway alignment. These corrections are shown in red on the print returned herewith.

After making the corrections on your Exhibit "A", please proceed with the preparation of the appropriate supplemental agreement for this project.

Bids for this project are to be open on April 29, 1971. It would be appreciated if we could receive your agreement by March 19, 1971 so that it may be presented to the Highway Commission at their meeting of March 30, 1971.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
11
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:dl
Enclosures
cc: F. B. Klaboe
F. L. Hall
H. S. Coulter
H. M. Fillmore

RECEIVED
FEB 4 - 1971
FOR FILING

30-1144
7580

February 4, 1971

Columbia Grange No. 867
Route 3, Box 511
Hermiston, Oregon 97838

3911

Attention Ms. Doris Reid, Secretary

Gentlemen:

Re: Hermiston Section, Umatilla-Stanfield
Highway, Umatilla County

This is a follow-up to Mr. Floyd Query's letter of January 19 concerning Highway 32 in the city of Hermiston.

Your request to make a couplet out of our existing highway and Fourth Street will not provide an adequate facility. In order for a couplet to work, the two streets must be in close proximity to one another for proper traffic circulation. Fourth Street and the present highway are too far apart and there are not sufficient cross streets to permit reversing direction and circulation. If the school property were not located where it is, a couplet near the present highway would be possible and would function well.

Thank you for your interest in this matter.

Very truly yours,

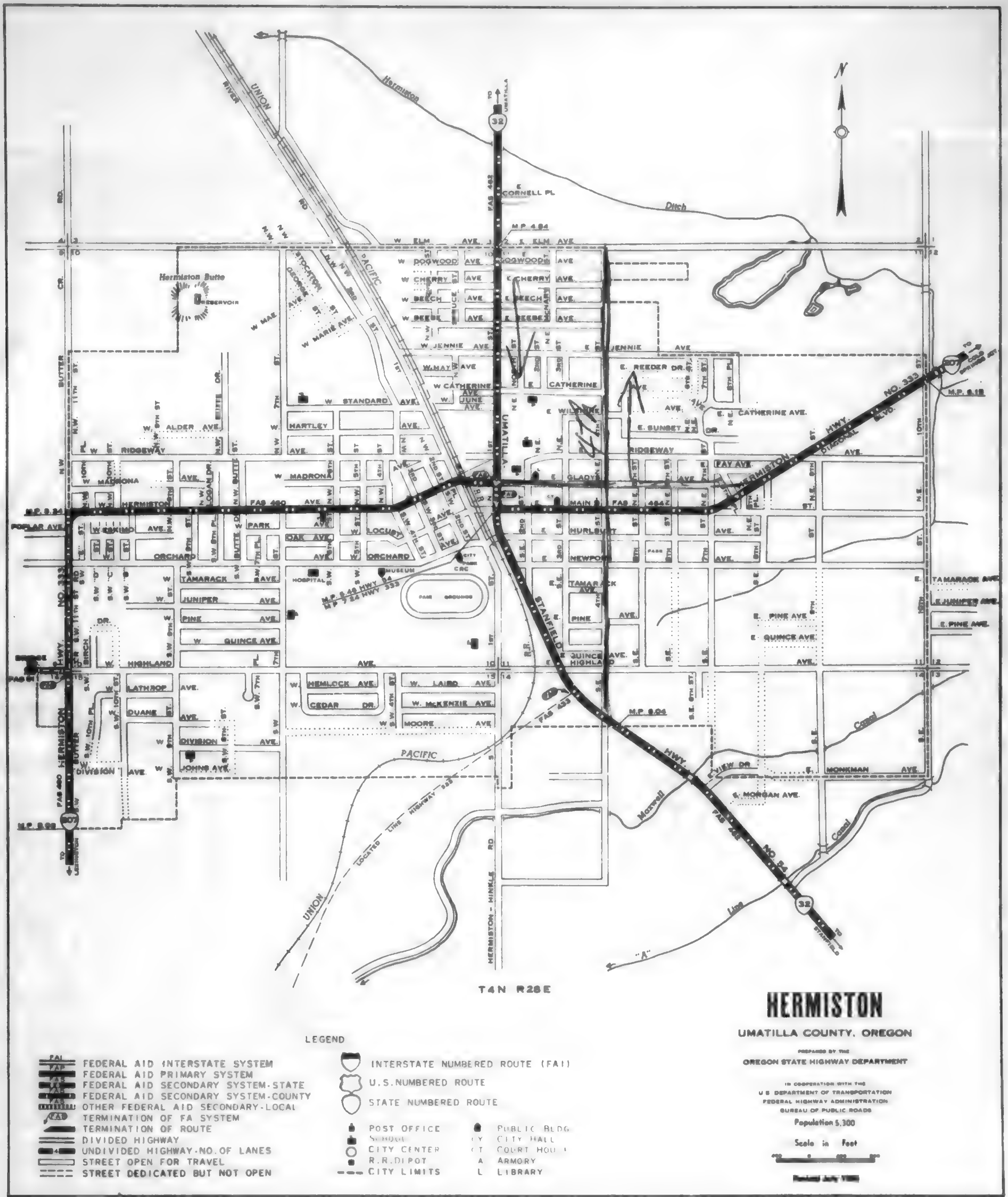
R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
H. S. Coulter - Enc.

DNS:jp srb


N
TO UMATILLA
32
Hermiston
Ditch
UNION
RIVER RD
PACIFIC
FAS 482
E CORNELL PL
M.P. 4.94
W ELM AVE
E ELM AVE
Hermiston Butte
RESERVOIR
BUTTE CR. RD.
STOCKTON
W DOGWOOD AVE
W CHERRY AVE
W BEECH AVE
W BEEBE AVE
W JENNIE AVE
E JENNIE AVE
W MAE AVE
W MARIE AVE
W MAY AVE
W CATHERINE AVE
E CATHERINE
W JUNE AVE
E REEDER DR.
W STANDARD AVE
W ALDER AVE
HARTLEY
RIDGEWAY
E SUNSET DR.
CATHERINE AVE.
NO. 333
HERMISTON HWY.
DIAGONAL BLVD.
TO COLD SPRINGS JCT.
M.P. 6.18
W MADRONA
GLADYS
FAY AVE
M.P. 3.24
HERMISTON
FAS 460 AVE.
MAIN
FAS 464
POPLAR AVE.
ESKIMO AVE.
PARK
OAK AVE
LOCUST
HURLBURT
ORCHARD
NEWPORT
CITY HALL
HOSPITAL
MUSEUM
CRC
FAIR GROUNDS
W TAMARACK AVE
E TAMARACK
E TAMARACK AVE.
JUNIPER AVE.
E JUNIPER AVE.
M.P. 5.46 HWY 54
M.P. 7.24 HWY 333
STANFIELD
PINE AVE.
E. PINE AVE.
QUINCE AVE.
E. QUINCE AVE.
HIGHLAND AVE.
QUINCE HIGHLAND
R.R.
HWY.
NO. 333
LATHROP AVE.
DUANE AVE.
DIVISION AVE.
JOHNS AVE.
HEMLOCK AVE.
CEDAR DR.
W LAIRD AVE
W McKENZIE AVE
MOORE AVE
FAS 433
M.P. 5.04
PACIFIC
UNION
LOCATED LINE HIGHWAY 333
E VIEW DR.
E MONKMAN AVE.
E. MORGAN AVE.
Maxwell
Canal
HWY.
FAS 432
NO. 54
"A"
Line
32
TO STANFIELD
HERMISTON - HINKLE RD
FAS 460
HERMISTON HWY.
207
M.P. 5.98
TO LEXINGTON
T4N R28E
LEGEND
FAI
FAP
FAS
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
FAS
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
4
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
Scale in Feet
400 0 400 800

HERMISTON

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 5,300

Revised July 1980

Insufficient Y Sts.
Distance between [illegible]
school [illegible] etc.

[illegible]

HIGHWAY 32

WHERE AS-- The city of Hermiston and the State Highway Commission is planing a four Lane Highway between Fourth Street on the South and Elm Street on the North on Highway 32 in Hermiston with open access for all Business

and WHEREAS-- Everyone would have to cross two lanes of oncoming traffic to make a left turn either at an Intersection or a place of Business, thus creating a dangerous hazard both for himself and anyone riding with him

THEREFORE BE IT RESOLVED-- Highway (32) be made one way (south traffic) and Fourth (4th) Street be improved as one way traffic the other direction (north)

Be it further Resolved a copy of this Resolution be sent to Hermiston City Council; Hermiston Chamber of Commerce; Hermiston Hustlers; Hermiston Herald and the State Highway Commission

Above resolution adopted by Columbia Grange #867 on December 31, 1970

Robt. Hack Master

Doris C. Reid Secretary

RECEIVED
JAN 19 '71
OREGON
STATE HIGHWAY COMMISSION

FEB 4 - 1971
FOR

0-1144
7580

February 3, 1971

Oregon State Highway Commission

Gentlemen:

Surveys have been completed on the following seven sections. All required public hearings have been held and we have requested or received design approval from the Federal Highway Administration.

S. Medford-S. Ashland Section, Pacific Highway, Jackson County.

This safety project on Interstate 5 involves guardrail revisions and signing throughout the section. Revisions are also proposed to the southbound on ramps and frontage roads on both the Fern Valley Road and Green Springs Highway Interchanges. A corridor-design hearing was offered and the Jackson County Board of Commissioners advised the State that no requests for a hearing were received. The Federal Highway Administration approved the design October 26, 1970. The length of this section is 16.89 miles and the total estimated cost is $2,100,000 (Construction $2,000,000; Right-of-Way $100,000).

Milton Freewater-Washington State Line Section, Oregon-Washington Highway, Umatilla County.

This project will consist of widening the existing two-lane facility to four lanes. The roadway will have two 24-foot travel ways, a 16-foot median and 10-foot curbed shoulders on each side. The opportunity for corridor-design hearing was published with a deadline of February 16, 1970, for hearing requests to the Umatilla County Court. The Highway Division was advised by the Umatilla County Court, March 5, 1970, that no requests had been received.

A request for location-design approval was forwarded to the Federal Highway Administration December 10, 1970. This section is 4.78 miles in length and the total estimated cost is $3,300,000 (Construction $3,000,000, Right-of-Way $300,000). This project was approved December 23, 1969, for construction and is listed on Program XII.

Thornberry-Lamborn Road Section, Sherman Highway, Sherman County.

This Eastern Oregon bond project involves the realignment of the Sherman Highway around the city of Wasco. A two-lane highway is proposed having two 12-foot travel lanes with 10-foot shoulders. Climbing lanes will be constructed where required. Access to the city of Wasco will be provided at the north and south where the new alignment departs from the existing facility and at Fulton Canyon Road. A corridor hearing was held and the final design hearing was completed August 27, 1970. On September 21, 1970, the Federal Highway Administration acknowledged satisfactory compliance of hearing regulations. Since this is a State bond project, a request for design approval will not be requested from the Federal Highway Administration. The length of this project is 7.09 miles and the total estimated cost is $3,000,000 (Construction $2,980,000, Right-of-Way $20,000).

Hermiston Section, Umatilla-Stanfield Highway, Umatilla County.

This project is for widening the existing two-lane city street through the city of Hermiston to a four-lane curbed street section consisting of four 12-foot travel lanes, a four-foot median and eight-foot curbed parking lanes. A combination corridor-design hearing was held October 21, 1970, and since this is also an Eastern Oregon bond project, a request for design approval will not be necessary from the Federal Highway Administration. The length of this section is 1.27 miles and the total estimated cost is $280,000 (Construction $263,000, Right-of-Way $17,000).

Boones Ferry Road-Pacific Highway East Section, Hillsboro-Silverton Highway, Marion County.

This project is on new alignment and will relocate the existing Hillsboro-Silverton Highway, which follows a difficult city street pattern in Woodburn, on a more direct route to Pacific Highway East. For approximately 2,000 feet on the westerly end, the project will have a 48-foot curbed street section, then be constructed to a two-lane open ditch roadway with two 12-foot travel lanes and 10-foot shoulders. A grade separation structure is proposed under the railroad tracks and Front Street with connections to Front Street. A corridor-design hearing was held November 10, 1970, and as a result of the hearing the design was changed to provide connection to Front Street. This project is on the current State Construction Program and is covered by an 80/20 percent construction finance agreement with the City of Woodburn. The length of this section is 1.57 miles and the total estimated cost is $1,200,000 (Construction $1,000,000; Right-of-Way $200,000).

McKenzie Highway-Jasper Section, Springfield-Creswell Highway, Lane County.

This project will relocate the existing two-lane Springfield-Creswell Highway on new and revised alignment. This is an advance right-of-way acquisition project based on a four-lane design of two 24-foot travel ways, 16-foot median and 10-foot shoulders. A corridor hearing was held March 12, 1969, followed by a design hearing held September 1, 1970. A formal request for design approval was forwarded to the Federal Highway Administration January 7, 1971. This project is 4.19 miles in length and the total estimated cost for right-of-way is $450,000. Authority to spend $100,000 under Federal-aid Program XII is recommended as an advance right-of-way project only at this time.

La Grande-Interstate 80N Section, Wallowa Lake Highway, Union County.

This project involves converting the existing two-lane Wallowa Lake Highway from Adams Avenue in La Grande to Interstate 80N to a four-lane city street section. The roadway is designed with four 12-foot travel lanes, 16-foot median and 10-foot curbed parking lane. A combination corridor-design hearing was held October 20, 1970, and a request for design approval was forwarded to the Federal

Highway Administration January 22, 1971. This project is financed on our 1971 Road Program for $3,000,000. The length of this section is 0.8 mile.

Maps for these projects are attached for your information.

I recommend survey-design approval and request authority to purchase the necessary right-of-way.

This matter will be on the agenda for your consideration at the February 16 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

Attachments

cc: Floyd Query
Tom Edwards
F. B. Klaboe
V. D. Wolfe
L. H. Young
Frank Hall
D. H. Moehring
V. E. Skoog
~~L. W. Rulien~~
H. S. Coulter
R. D. Asburry
C. T. Keasey
J. F. Putnam

BLG:aw sr

RECEIVED
JAN 2[illegible]1
UTILITY UNIT

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310
Phone 378-6511

TOM McCALL
GOVERNOR

30-1144
7580

January 22, 1971

City of Hermiston
City Hall
Hermiston, Oregon 97838

Re: Preliminary Right of Way Map
Hermiston Section
Umatilla-Stanfield Highway
Umatilla County

ATTENTION: L. T. Harper, City Manager

Gentlemen:

Enclosed you will find one (1) print of the preliminary right of way map, our File No. 9B-8-11, on the above subject project. The present tentative schedule calls for opening of bids on April 29, 1971.

It is the obligation of the State to reimburse the City for the cost of adjusting, relocating or removing its City-owned utilities in accordance with the City Agreement dated June 17, 1970. If you have such facilities, and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4, dated February 14, 1969.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. H. M. Fillmore, Regional Utility Engineer, P.O. Box 850, LaGrande, Oregon 97850, telephone 963-3177. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure

cc: A. E. Johnson
H. S. Coulter
H. S. Cox
H. M. Fillmore

RECEIVED
JAN 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

30-1144
#580

January 22, 1971

Pacific Northwest Bell Telephone Company
Cascade Natural Gas Company
Columbia Cable T.V.
Pacific Power and Light Company

Re: Preliminary Right of Way Map
Hermiston Section
Umatilla-Stanfield Highway
Umatilla County

Gentlemen:

Enclosed you will find ______ print(s) of the preliminary right of way map, our File No. 9B-8-11, on the above subject project. The present tentative schedule calls for opening of bids on April 29, 1971.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating, or removing its facilities which are located on private property. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4 dated February 14, 1969.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. H. M. Fillmore, Regional Utility Engineer, P.O. Box 850, LaGrande, Oregon 97850, telephone 963-3177. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure

cc: E. A. Johnson
H. S. Coulter
H. S. Cox
H. M. Fillmore

RECEIVED
JAN 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 16 1971
UTILITY UNIT
FOR FILE

30-1144
7590

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

January 11, 1971

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. R. B. Hardin

Re: Preliminary Encroachment Map
and Cross Sections
Hermiston Section
Umatilla-Stanfield Highway
Umatilla County

Gentlemen:

Herewith you will find four (4) prints each of the preliminary encroachment map, Drawing No. 9 B-8-12, and cross sections, Drawing No. 9 B-8-13, dated January 11, 1971 for the above captioned project.

NOTED
F.B. KLABOE

Please examine the proposed additional encroachment on your property and advise if this is acceptable to the Railroad. You will also note that there appears to be a discrepancy in Railroad centerline stationing on this map.

Please return one print of each of these drawings with your comments noted thereon so that we may proceed with the preparation of the description for the easement we will need on your property.

You are hereby authorized to proceed with preliminary engineering for this project as of January 11, 1971. Please charge your costs to Prefix 30-1470.

Bids for this project are scheduled to be opened on April 29, 1971. Additional information will be transmitted to you in the usual manner as it becomes available.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
JAN 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:dl
Enclosure
cc: F. B. Klaboe
F. L. Hall
H. S. Coulter
H. M. Fillmore

RECEIVED
NOV 2 - 1970

FOR FILING

30-1144
7580

October 30, 1970

3760

Mrs. R. C. McReynolds
W. 3231 Boone #516
Spokane, Washington 99201

Dear Mrs. McReynolds:

The plans for the improvement of the Umatilla-Stanfield Highway through the city of Hermiston are not yet complete but, in answer to your letter of October 23 concerning changes in frontage and access to your property, I can tell you that the improvement will be a curbed section providing for four lanes of traffic with driveway openings to provide access to adjacent property.

The width and spacing of the driveways will be determined by property access requirements correlated with good safety practice. Our tentative plan indicates a single driveway serving your property. Attached is a print of this plan in the area of your property to show you the access location.

If you need additional information, please write to F. L. Hall, Design Engineer, Room 224, State Highway Building, Salem, Oregon 97310.

Very truly yours,

R. L. Porter
State Highway Engineer

By

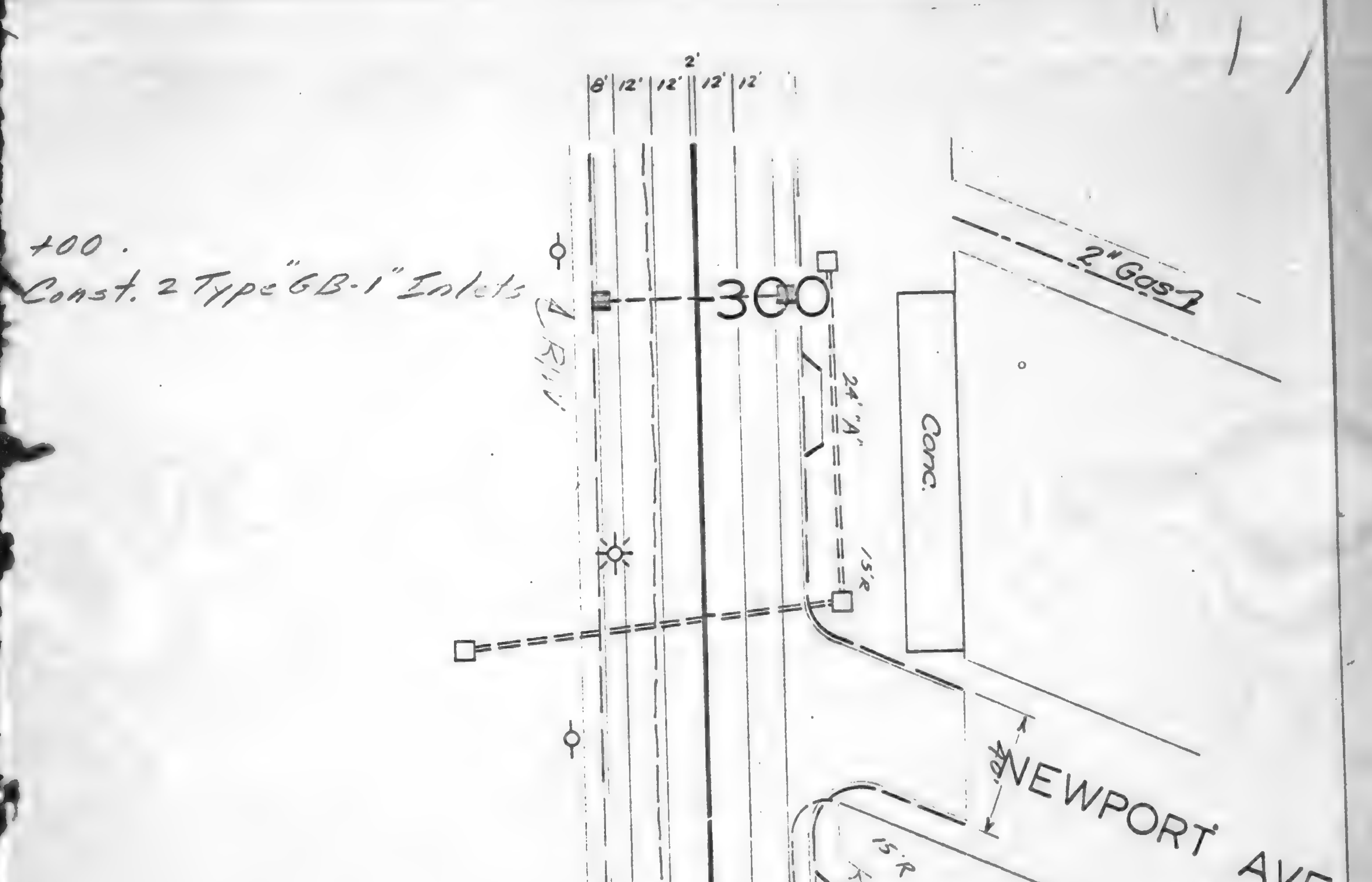
F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
Floyd Query
F. L. Hall
H. S. Coulter

FLH:jf srb

Attachment

		BY	DATE
FINAL SURVEY	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		


+00.
Const. 2 Type "GB-1" Inlets
300
8'
12'
12'
2'
12'
12'
℄ R/W
24" "A"
15'R
Conc.
2" Gas
NEWPORT AVE.
15'R
R/24" "A"
SECOND ST.
10

PRELIMINARY COPY
OCT 28 1970
SUBJECT TO CHANGE
FINAL DESIGN UNIT

Spokane, Wash.
10/23/70.

Highway Commission
Salem, Oregon 97310

Dear Sir:

In the Hermiston Herald dated Oct. 22, 1970 we saw an article pertaining to proposed construction of the section of Oregon Highway 32, running through Hermiston.

Will there be any changes in the frontage and access to the property at 255 South Highway 32. This property is occupied by the Skirilla Pontiac Buick Agency.

We own the above described property and would like to know what changes if any, will be made.

Thank You.

Very truly yours,
R. C. McReynolds
(by Clara C.)
W. 3231 Boone #516
Spokane, Wash. 99201

Copy to Admin
10-26

RECEIVED
OCT 26 1970
STATE HIGHWAY COMMISSION

RECEIVED
OCT 26 1970
Fwy FILING

30-1144
7580

October 23, 1970

Mr. Fred J. Overly
Regional Director
Pacific Northwest Region
Bureau of Outdoor Recreation
1000 Second Avenue
Seattle, Washington 98104

Dear Mr. Overly:

Re: D36

This is in response to your recent letter concerning the proposed improvements on Oregon Highway 32 in the city of Hermiston.

The proposal is largely within the existing right-of-way and does not encroach on any park or recreational area.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fe

cc Tom Edwards
Lloyd P. Shaw
E. S. Hunter
Victor D. Wolfe
David G. Talbot

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
PACIFIC NORTHWEST REGION
1000 SECOND AVENUE
SEATTLE, WASHINGTON 98104

IN REPLY REFER TO:
D36

REFERRED TO
Admin
BY SECRETARY
Please reply if necessary

OCT 20 1970

Mr. Floyd Query
Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

We have reviewed your letters of September 14 and August 10 respecting future right-of-way acquisition for the Hermiston section of Oregon Highway 32. We assume that the highway in Hermiston will lie east of the railroad, between Hurlburt Avenue and Newport Avenue, thereby avoiding any direct adverse effect on the park located to the west of the Union Pacific Railroad. Please advise if this assumption is not correct.

Sincerely yours,

Fred J. Overly
Regional Director

NOTED
FLOYD QUERY

Copy made
for hearing
transcript
gsn

RECEIVED
OCT 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 21 1970
OREGON
STATE HIGHWAY COMMISSION

SEP 8 - 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

30-1144

7580

September 4, 1970

Mr. L. T. Harper
City Manager
City Hall
295 E. Main Street
Hermiston, Oregon 97838

Dear Mr. Harper:

Pursuant to our discussions of August 31, herewith is a detail location map of the pending North City Limits-South City Limits (Hermiston) Section of the Umatilla-Stanfield Highway. Delineated on this map are the defined right of way limits as tentatively proposed on this project.

You further requested an estimate of cost on this project which currently stands at a tentative estimate of $350,000, based on 75 per cent State and 25 per cent City cost ratio for construction and rights of way.

We thank you for your interest and concern in this matter, and trust we will hear from you in the very near future regarding a desire for a public hearing on this matter.

Very truly yours,

R. L. Porter
State Highway Engineer

By: D N Harwell
D. N. Harwell
Coordinating Engineer
County and City Section

DNH:ljt
Attachments

cc: F. B. Klaboe
Floyd Query
F. L. Hall
H. S. Coulter

P

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JUN 10 1970
FOR FILING
1859
30-1144
7580

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 10, 1970

Mr. R. E. Simpson, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

SUBJECT: Various agreements for approval

Dear Mr. Simpson:

Herewith for your consideration and approval are two conformed copies each of various agreements regarding projects possibly utilizing Federal funds.

If your concurrence is required, please notify this office and the Highway Commission's certified copies will be forwarded for your official approval.

Advance copies of these agreements were submitted previously.

Project No.	Section	Hwy. No.	City or County
I-80N-7( )304	North Powder-Baker	6(I-80N)	Baker
	4th Street-23rd Street	28	Pendleton
(State)	Weyerhaeuser Road-Holiday Ranch	21	Klamath
I-80N-6( )284	North Powder-Powder River	6(I-80N)	Union
	North City Limits-South City Limits	54	Hermiston
S-15-011( )	Oak Grove Road-Elm Street	272	Medford

Very truly yours,

Forrest Cooper
State Highway Engineer

By: H. S. Cox
H. S. Cox
County and City Engineer

MCH:ljt
Att.

cc: F. B. Klaboe
L. H. Young
L. I. Lindas
Floyd Query

NOTED
FLOYD QUERY

RECEIVED
JUL 13 1970
FOR FILING

30-1144
7580

4g

6-2-70

June 4, 1970

City of Hermiston
City Hall
Hermiston, Oregon 97838

MISC. CONTRACTS and
AGREEMENTS No. 3967

Attention: Mathilda Russell
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning improvement of the Umatilla-Stanfield Highway within the city limits of Hermiston.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fcm
Att.

cc H. S. Cox
(conf. agreement attached)

RECEIVED
APR 27 1970
FOR FILING

30-1144
7580

April 27, 1970

Oregon State Highway Commission

Gentlemen:

The City of Hermiston has executed a cooperative construction-finance agreement concerning the improvement of Umatilla-Stanfield Highway within the corporate limits of that city.

This agreement basically provides for the State and the City to share the cost of the project on the basis of 75 percent borne by State and 25 percent borne by City. The proposed project will include grading, base, drainage, curbs, and paving to provide a four-lane facility through the City. It has been determined that no additional right-of-way will be required at this time. The agreement also contains the standard clauses pertaining to the relocation or adjustment of any utility facilities which may be in conflict with the plans for the project.

The total cost of the proposed project has been estimated to be approximately $350,000 (State's share $262,500 - City's share $87,500). The project has not been given finance approval nor does it appear on any current construction schedule. It will be added to the list of cooperative projects and authority to place it on a construction program will be requested at a later date.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf. This matter will be on the agenda for the June 2 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
F. D. Morgan
L. H. Young
V. E. Skoog
H. S. Cox
H. S. Coulter

MCH:ljt sr

RECEIVED
FEB 20 1970
FOR [illegible]

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

30-1144
7580

February 18, 1970

Mr. Tom Harper
City Manager
City Hall
Hermiston, Oregon 97838

Dear Mr. Harper:

During a telephone conversation with Scott Coulter, he mentioned that you were somewhat anxious to determine the status of proposed cooperative construction project on Highway No. 32 through the city of Hermiston.

As you know, this highway has been the subject of considerable correspondence over the last couple of years, and indeed, some improvement has been made in the vicinity of Gladys Street due to investigation by our traffic department.

When this highway was first placed on our tentative list for cooperative improvement, it placed approximately #22. Since that time about thirteen projects have been either constructed or financed for construction; therefore your placing is now approximately #9.

If the City of Hermiston is still interested in a cooperative project as indicated by your letter of 10/10/68, the Highway Division is willing to open negotiations with the City for a cooperative construction finance agreement, with the stipulation that construction will be done when funds become available. If an agreement is reached and signed by the City, our people will be willing to recommend ratification by the Highway Commission as stipulated above.

I realize that the above proposal leaves much to be desired, as far as timing is concerned; but it appears that a step at a time is all that can be expected for the present. In the meantime this office will await your response.

Very truly yours,

NOTED

H. S. Cox
County and City Engineer

RECEIVED
FEB 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

HSC:mm

cc: F. B. Klaboe
Scott Coulter

RECEIVED
OCT 15 1968

FOR FILING

[illegible]
30-1144
7580

October 15, 1968

Mr. L. T. Harper
City Manager
City of Hermiston
295 East Main Street
Hermiston, Oregon 97838

Dear Mr. Harper:

Thank you for your letter of October 10 expressing the City Council's desire to enter into a cooperative project for the improvement of Highway 32 within the city of Hermiston.

As I stated in my letter of October 3, the State is not yet in a position to enter into any more of these jobs until we have reduced the backlog now existing.

We will put your letter on file and contact you as soon as we are able to see our way clear to enter into further agreements of this type.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox (Att: Mr. Harwell) - Please put on the tentative list.
A. F. Parson - Enc.

city
of
hermiston

295 EAST MAIN STREET / HERMISTON, OREGON / 97838

October 10, 1968

Mr. F. B. Klaboe, Assistant
Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Klaboe:

Your letter of October 3, 1968, was taken under consideration by the Hermiston City Council at their regular meeting of October 9, 1968.

The Council instructed that a communication be sent to the Highway Department requesting that the improvement project for curb, gutter and paving of Highway 32 within the City of Hermiston become a reality as soon as possible. The Council understands that this will be a cooperative project and will be most willing to proceed under these conditions, and will cooperate in any manner desirable to see the conclusion of this much needed project.

Sincerely,

L. T. Harper

L. T. Harper
City Manager

LTH mr

RECEIVED
OCT 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 3 - 1968

FOR FILING

30-1141
7580

October 3, 1968

6854

Mr. L. T. Harper
City Manager
City of Hermiston
295 East Main Street
Hermiston, Oregon 97838

Dear Mr. Harper:

Reference is made to my letter of September 9 concerning Highway 32 within the city of Hermiston. We have completed our study and find that improvement can be accomplished by some minor widening work north of Gladys Avenue to provide two 12-foot lanes with a 4-foot shoulder for a length of about 200 feet. The traffic signal at the intersection will then be three phased.

We believe that this treatment will help the situation.

With regard to the major work of widening, installing curbs and drainage, our very preliminary cost estimate is $325,000. As you know, this type of project is usually considered as 75 percent State-25 percent City by the Commission. At the present time, we have a backlog of these projects of about $6 million and, as a result of not being able to finance them, find ourselves in a position of having to delay entering into any further agreements for a short time.

We do expect, however, to be able to consider further cooperative projects in the not too distant future. If the City is desirous of advancing this project by financing the 25 percent, please advise and we will discuss the matter further with our Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb
cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
E. S. Hunter - Encs. Please proceed as outlined in George's letter.
H. S. Cox F. B. Crandall F. D. Morgan A. F. Parson

FORM 2-90 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
September 30, 1968

SUBJECT: Traffic Study
Umatilla-Stanfield Hwy.
Hermiston

TE 6854

To: Tom Edwards
Asst. Highway Engineer
BUILDING

There is attached our report on the above subject.

As is brought out in the report, the accident rate for the entire Hermiston section of the highway has been about average. Of the 114 accidents reported on the entire length of the highway through Hermiston, 64 (or 56%) occurred at the two signalized intersections or the intervening block; 22 of these involved a vehicle turning left off the highway.

The original request from the City of Hermiston involved four-laning the Umatilla-Stanfield Highway and the installation of curbs throughout the entire length of the city. Mr. Klaboe subsequently requested a traffic investigation into the matter to see if some minor work would be more appropriate.

We can improve conditions in this most critical section through "12th & State" treatment at the two signalized intersections and widening the north approach to the Gladys Avenue intersection as Dwayne Hofstetter recommends.

Your approval is recommended.

L. E. George
L. E. George
Asst. Traffic Engineer

Copy →
10-1-68

LEG:njc
Attachment

cc: F. B. Klaboe
D. J. Barbee

NOTED
TOM EDWARDS

Approved
TE

RECEIVED
SEP 30 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 9 - 1968
FOR FILING

30-1144
7580

6854

September 9, 1968

Mr. L. T. Harper
City Manager
City of Hermiston
295 East Main Street
Hermiston, Oregon 97838

Dear Mr. Harper:

Thank you for your letter of August 26 bringing to our attention the conditions of Highway 32 within the city of Hermiston.

As you know, the State Highway Commission receives many, many more requests for work than it is able to finance. We will however bring your plea to its attention for consideration as new programs are developed.

We will also undertake a traffic study of the problems to see if there is any minor work that can be done to help the situation in the interim.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Tom Edwards - Enc. Please investigate and advise me
Victor D. Wolfe regarding the accident rate through
F. D. Morgan this area and whether or not you
H. S. Cox you feel there are any minor improve-
A. F. Parson ments that are possible that would help
the situation. FBK

$300,000

Umatilla - Stanfield

8500-9400 ADT

.7714

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of

hermiston

295 EAST MAIN STREET / HERMISTON, OREGON / 97838

August 26, 1968

Kleton

B/up
9-4

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

The City Council and the Mayor of the City of Hermiston have directed that a letter be written to the Highway Department in regard to the traffic conditions on Highway 32 within the City of Hermiston.

I am sure you are aware that this city has experienced a rapid population increase during the past 5 years, and of course this has resulted in an increase in the traffic conjestion upon the main arterial streets within the City.

Three years ago the State Highway Commission and the City of Hermiston had a joint project of curb, gutter, sidewalks and widening Highway 207 (hermiston Avenue) from 1st Street (Highway 32) west to 11th Street. This project was warranted by the increase in the traffic load upon this section of Highway 207.

Prior to this construction, the Highway Department and the City jointly installed completely signalized intersections at 1st and Main, and 1st and Gladys (Highway 32). These signalized intersections greatly improved the flow of north-south and east-west traffic in this area. Prior to this installation it was next to inpossible to enter upon Highway 32 due to its traffic load.

Since the installation of the above named projects the traffic load upon Highway 32 has increased considerably and it has now become quite obvious that this Highway should be completely curb, gutter, sidewalk and paved from the south to the north city limits.

A complete field survey and preliminary plans have been prepared by your field engineers and the recommendations are to establish a Highway having a width of 72 feet.

The City Engineer, Mr. Sipfle, and I worked very closely with your field engineer in resolving the storm drainage problems, curb, gutter and grade problems; ingress and egress problems; and other factors concerning this proposed project.

by F C

Mr. Forrest Cooper
State Highway Engineer

The Hermiston Police Department is keeping a detailed record of all traffic accidents since January 1, 1968. We have had 39 police investigated accidents from January 1 to July 22, and the report shows that we have had 6 each at the intersections of Main on Highway 32 and Gladys on Highway 32. There have been 8 in the vicinity of Jennie on Highway 32.

Nearly all of these accidents can be contributed to the hazardous driving conditions that exist due primarily to the inadequacy in width of the existing driving surface. Pedestrian travel, both school children and adults, along this busy highway constitute a potential hazard that should not exist in any community.

The City Council therefore asks that the State Highway Commission thoroughly investigate both the causes of these traffic accidents upon this State Highway and also its inadequacies for vehicular and pedestrian traffic.

It has been apparent not only to the City Council but to the driving public, for the past several years, that this section of Oregon State Highway 32 is in dire need of modernization.

The City Council wishes to extend the City's cooperation in resolving this problem as soon as possible, as each day represents a potential fatal accident both to vehicular and pedestrian traffic upon this State Highway, that would not exist should these improvements be made.

Sincerely yours,

L. T. Harper

L. T. Harper
City Manager

LTH mr

RECEIVED
AUG 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

30-8336 Meacham Rock Production Proj. 1971
on Old Oregon Trail, E. of
#7581 Pendleton.

RECEIVED
DEC 16 1971
FOR FILING

30-8336
7581

December 15, 1971

General Insurance Company of America
Portland Service Office
1300 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On December 9, 1971, we wrote to you concerning release of final payment on Contract No. 7581 awarded to Jarl Construction, Inc., for rock production on the Meacham Section of the Old Oregon Trail in Umatilla and Union Counties.

Final payment on this contract is $7,180.60 and the total contract amount is $140,180.60. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

bc Frank Morgan
Ivan Merchant
V. E. Shoog
Attn: John Herr
H. S. Coulter

RECEIVED
DEC 9 - 1971
FOR FILING

30-8336
7581

December 8, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed October 30, 1971, on Contract No. 7581. The contract was with Jarl Construction, Inc., and was for rock production on the Meacham Section of the Old Oregon Trail Highway in Umatilla and Union Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 7, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:bb

cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Cox
H. S. Coulter

30-8336
7581

ORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

IELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

ME OF JOB: Meacham	SECTION: Meacham	WEEK ENDING: November 19, 1971
NTRACTOR: Jarl Construction, Inc.	HIGHWAY: Old Oregon Trail	SECTION PREFIX: 30-8336
TE OF CONTRACT: June 6, 1971	KIND OF WORK: Rock Production	COUNTY: Umatilla & Union
ERAGE FORCE ON PROJECT FOR THE WEEK: N: 0 SUPERVISION: 0	CONTRACT NUMBER: 7581	FEDERAL AID PROJECT NUMBER: State
	DATE WORK STARTED: August 16, 1971	ESTIMATED COMPLETION DATE: October 30, 1971
	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
OJECT AUTHORIZATION: $ 159,127.00	SPECIFIED COMPLETION DATE: October 31, 1971	PERCENT OF TIME ELAPSED: 99.3
CLUSIVE OF ENGINEERING: $ 146,509.00	ENGINEERING AUTHORIZATION: $ 12,618.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
IMATED COST OF COMPLETED OJECT, EXCLUSIVE OF GINEERING: $ 140,180.60	ENGINEERING COST TO DATE: $ 9,543.70	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94
TIMATED PERCENT: UNDERRUN 4 %	PERCENT OF AUTHORIZATION: 76 %	DATE PROJECT WAS COMPLETED: OCTOBER 30, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

EARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
LES IN PROJECT					
LES PARTIALLY COMPLETED					
LES COMPLETED					
OTAL ESTIMATED QUANTITIES (CONTRACT)			25,000 CY		
OTAL QUANTITIES CORRECTED TO DATE			25,492.48 CY		
STIMATED QUANTITIES MOVED OR PLACED TO DATE			25,492.48 CY		
ERAGE DAILY QUANTITIES This week			0		
ERAGE DAILY QUANTITIES NECESSARY TO PLETE PROJECT ON TIME			0		
MBER OF SHIFTS PER DAY			0		
OURS PER SHIFT			0		

UIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
UNDAY	Pt. cloudy			
ONDAY	Pt. fair			
UESDAY	Cloudy			
VEDNESDAY	Pt. fair			
HURSDAY	O'cast			
RIDAY	Pt. cloudy			
ATURDAY				

RECEIVED
2 1971

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Estimate forms were received from the Salem Office. Semi-final estimate was completed and sent to the Region Office.

This will be the final report for this project unless further data is requested.

SIGNED

LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JUN 21 1971
FOR FILING

30-8336
7581

June 18, 1971

Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7581 for the
Meacham Rock Production Project
on the Old Oregon Trail in
Umatilla and Union Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1900 S. W. 1st
Portland, Oregon 97201

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
W. C. Ferguson

RECEIVED
JUN 10 1971
FOR FILING

30-8336
7581

June 9, 1971

Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

Gentlemen:

Enclosed are three copies of Contract No. 7581 for $140,000 awarded to you by the State Highway Commission on June 1, 1971, for rock production on the Meacham Section of the Old Oregon Trail in Umatilla and Union Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 31, 1971.

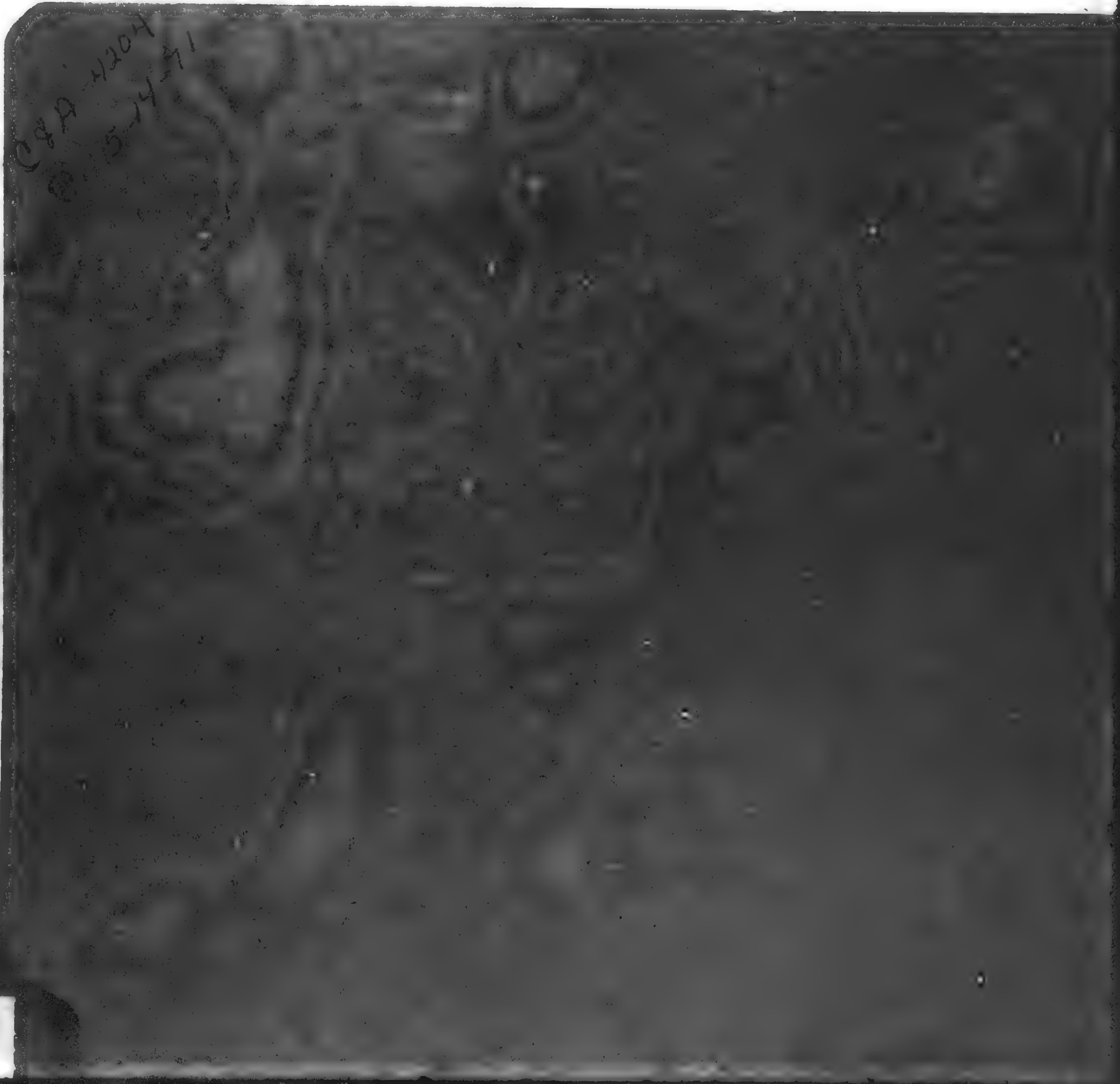
Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
W. C. Ferguson

S-587(1) State Ditch Bridge Section, 1971
of FAS 948, NE of LaGrande.
7582



C8A 4204
5-14-71

RECEIVED FEB 14 1972 — STATE COPY

FORM PR-33C
(REV. 3-68)

cc: OSHD (Morgan)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

S-587(1)

3-2-72

cy to Const. 2-14-72

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

7582

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT	STATE Oregon	REGION NO. 10 &
SIGNATURE L. H. Young	COUNTY Union	
TITLE Programing Engineer	PROJECT NO. S-587(1)	COPY SENT
BUREAU OF PUBLIC ROADS INSPECTION MADE BY R. A. Nichols, Area Engr & P.E. O'Neil, Asst Area Engr	DATE OF INSPECTION 1-25-72	FEB 4 1972
IN COMPANY WITH John Mark, Inspector		
CONTRACTOR'S NAME Ross Bros. Construction, Inc.	CONTRACT AMOUNT $ 78,757.00	REGIONAL OFFICE

NOTED [illegible]

DESCRIPTION OF IMPROVEMENT AS PROGRAMED	IMPROVEMENT AS CONSTRUCTED				
	ROADBED (Width ______ feet)			STRUCTURES OVER 20-FOOT SPAN	
	TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
1 Structure with approach guardrail, length 150', roadway width 34.21'	-	-	-	X080	0.028

2-11-72
REFERRED TO
Johnson
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
FEB 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

STATE LINE BRIDGE SECTION
FAS 948

The contract was awarded on June 7, 1971. The contract work was started on June 22, 1971 and completed on October 23, 1971. 115 of the allowed 120 calendar work days were used.

The final cost of the bid items was $77,453.60, $1303.40 or 1.6% less than the original contract amount. There were no unusual overruns or underruns.

The State's certification that the materials incorporated into the project reasonably meet specification requirements is attached to the Division office copy of this report.

NOTED
TOM EDWARDS

NOTED
A. E. JOHNSON

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE		SIGNATURE R. E. Simpson	
TITLE	DATE 1/31/72	TITLE Division Engineer	DATE 2-2-72

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

RECEIVED
JAN 5 - 1972
FOR FILING

5-587(1)

7582

January 4, 1972

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On December 23, 1971, we wrote to you concerning release of final payment on Contract No. 7582 awarded to Ross Bros. Construction, Inc., for the State Ditch Bridge on FAS 948 in Union County.

Final payment on this contract is $3,937.85 and the total contract amount is $77,453.60 and no work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Ross Bros. Construction, Inc.
3901 Brooklake Road, North
Salem, Oregon 97303

Frank Morgan
Walter Hart
V. E. Skoog
Attn: John Kerr
Wendell Schwartz

RECEIVED
DEC 29 1971
FOR FILING

S-587(1)
7582

December 21, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed October 22, 1971 on Contract No. 7582. The contract was with Ross Bros. Construction, Inc. and was for a structure on the State Ditch Bridge Section of the FAS 948 Highway in Union County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 20, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:alc

cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Bund
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Cox
H. S. Coulter

S-587(1)
7582

FORM E-1 (REV 10-67)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: State Ditch Bridge	WEEK ENDING: November 6, 1971
		SECTION PREFIX:
	HIGHWAY: FAS 948	COUNTY: Union
NAME OF JOB: State Ditch Bridge	KIND OF WORK: Structure	
CONTRACTOR: Ross Bros. Construction, Inc.	CONTRACT NUMBER: 7582	FEDERAL AID PROJECT NUMBER: S-587 (1)
DATE OF CONTRACT: June 7, 1971	DATE WORK STARTED: June 22, 1971	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: -	WORK DAYS USED: -
	SPECIFIED CALENDAR DAYS: 120	CALENDAR DAYS USED: 115
PROJECT AUTHORIZATION: $90,176.76	SPECIFIED COMPLETION DATE: -	PERCENT OF TIME ELAPSED: 95.8%
EXCLUSIVE OF ENGINEERING: $82,301.06	ENGINEERING AUTHORIZATION: $7,875.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 94.1%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $82,301.06	ENGINEERING COST TO DATE: $4,717.86	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90.7%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0.0 %	PERCENT OF AUTHORIZATION: 59.9 %	DATE PROJECT WAS COMPLETED: October 23, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	10794A							
PERCENT	98.3%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 31	Partly Cloudy w/Snow Showers	0		
MONDAY 1	Partly Cloudy w/Snow Showers	0		
TUESDAY 2	Partly Cloudy	0		
WEDNESDAY 3	Cloudy & Cool	0		
THURSDAY 4	Cloudy & Windy	0		
FRIDAY 5	Fair	0		
SATURDAY 30	Cloudy with Snow Showers	0		

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Gallagher
Stein

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NOV 9 1971
CONSTRUCTION DIVISION

RECEIVED
NOV 8 1971
BRIDGE DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 31	No Job Activity
MONDAY 1	No Job Activity
TUESDAY 2	No Job Activity
WEDNESDAY 3	No Job Activity
THURSDAY 4	No Job Activity
FRIDAY 5	No Job Activity
SATURDAY 30	No Job Activity

REMARKS

Project complete.

Calendar Day Charge stopped 10-23-71 expect to complete Semi-Final estimate by 11-10-71.

SIGNED Raymond V. [illegible] for Harry E. Woodward LOCATION LaGrande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
JUN 29 1971
FOR FILING

S-587(1)
7582

June 29, 1971

Ross Bros. Construction, Inc.
3501 Brooklake Road, North
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7582 for
the State Ditch Bridge
of FAS 942 in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
Harry Woodward

#7582

STATE COPY.

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 6-53	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	ATE Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Union
PROJECT REPORT NO. 3	*(PPM 21-7)* 6-11-71	PROJECT NO. S-587(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 5.0 Mi. N. E. of Island City

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-29-71	.028
OTHER *(Specify)*		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT $ 89,400	FEDERAL FUNDS 56,812

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By ____________________ (Division Engineer)
For R. E. Simpson

Date executed by Division Engineer 11 JUN 1971

Federal-Aid
Project No. S-587(1)

Oregon State Highway Division

STATE DITCH BRIDGE ON COUNTY
FAS ROUTE 948 IN UNION COUNTY

Salem, Oregon, June 10, 1971

Project Agreement Estimate.

Type Code X080
Structure #10794A (Sta. 18+75 to Sta. 20+25).

Temporary Protection and Direction of Traffic	All Required		$ 1,600.00
Bridge Removal Work	All Required		10,000.00
Structure Excavation	66 cu.yd.	10.00	660.00
Furnish 16-inch Prestressed Concrete Piling	1,420 lin.ft.	8.75	12,425.00
Drive Prestressed Concrete Piles	28 only	260.00	7,280.00
Prestressed Concrete Pile Extensions	70 lin.ft.	15.00	1,050.00
Class "A" Concrete (36 cu.yds.)	All Required		4,500.00
4' x 45'/50' Prestressed Slabs	9 only	1,150.00	10,350.00
4' x 50'/55' Prestressed Slabs	18 only	1,150.00	20,700.00
Reinforcement (5,800 lbs.)	All Required		1,600.00
Metal Rail	288 lin.ft.	14.00	4,032.00
Guard Rail, Type 2A	650 lin.ft.	6.00	3,900.00
Extra for Guard Rail Bridge Connection	4 only	165.00	660.00
	Subtotal		$78,757.00
	Engr. & Cont.		10,633.00
	Total		$89,400.00

Length of Structure - - - 0.028 Mile

Federal Funds	$56,812.00
State Funds	16,294.00
County Funds	16,294.00
	$89,400.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%
Prefix: 531-1071
Contract No. 7582

RECEIVED
JUN 10 1971
FOR FILING

S-587(1)
7582

June 10, 1971

Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, Oregon 97303

Gentlemen:

Enclosed are three copies of Contract No. 7582 for $78,757 awarded to you by the State Highway Commission on June 7, 1971, on the State Ditch Bridge Section of FAS 948 in Union County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 22, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
Harry Woodward

RECEIVED
JUN 10 1971
FOR FILING

S-587(1)

7582

May 14, 1971

MISC. CONTRACTS and
AGREEMENTS No. 4204

Union County Court
Courthouse
La Grande, Oregon 97850

Attention: Deloris C. Moore
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a construction finance agreement concerning construction of the bridge over the State Ditch on Booth Lane.

We are retaining a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Attachment

bc H. S. Cox

4-29-71

TRANSACTION NUMBER 5-12 AND 5-13

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-29-71

BY (Signature): MR. YOUNG'S APRIL 23, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1056 THRU 1057

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1056	S-586(1)	0.009	40,000	25,400	O.L.& W. CANAL (POWER LINE ROAD) BRIDGE.	1 STRUCTURE WITH APPROACH GUARDRAIL.
1057	S-587(1)	0.03	125,000	79,000	STATE DITCH (BOOTH LANE) BRIDGE	1 STRUCTURE WITH APPROACH GUARDRAIL.

REFERRED TO
cy Young 5-4-71

RECEIVED

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

NOTED
TOM EDWARDS

RECEIVED
MAY 10 1971
FOR FILING

S-587(1)
7582

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		4-29-71	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
APR 28 1971
FOR FILING

S-522(1)
7582

April 23, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for two Secondary Projects, Item Nos. 1056 and 1057, which we desire to have included in the Federal-Aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

We are enclosing copies of State Clearinghouse approval for each project and District 12 and District 13 Clearinghouse approval for Items 1056 and 1057 respectively.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:bb

Enclosures

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	4-23-71

FEDERAL-AID

(PP

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co.Rd. 5.0 Mi. N.E. of Island City 65	**ADT**	PRESENT 100 (66)	FUTURE 180 (70) (71

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 One Bridge 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. A (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME		
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL 94	

ESTIMATED PROJEC

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUND
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		Co.Rd. 5.0 Mi. N.E. of Island City			
5					**ROW**					
5					**CONST** (CODE) X080		"State Ditch (Booth Lane) Bridge"	0.03	125,000	79,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.03	125,000 (16) (23)	79,000 (24)
1	14	PROGRAM APPROVAL DATES				

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT 100	FUTURE 180 (68) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 1057 (14) (18)

					PROJECT NUMBER			I. Projects Only
CY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PREFIX LETTER(S) S- 14 23	NUMBER 587(1) 7	SEQ. NO. 13	POST MI. DESIG. (24) (26) 27

COUNTY NAME Union		CODE 061 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. S	FEDERAL-AID 948 (32)	STATE Co.Rd. (36)	U.S. (37) (41)

ESTIMATED PROJECT COST BY PHASES

	TOTAL ESTIMATED COST (58) (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					One prestressed conc. slab bridge and 600' of approach guard rail (150' R & L both ends of bridge)
03	125,000	79,000	23,000	23,000 (County)	ROW-60' min.; Access Control-none; Park. Restrictions-none.
03	125,000	79,000	23,000	23,000 (County)	
	(16) (23)	(24) (33)			

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

STATE DITCH (BOOTH LANE) BRIDGE
Project S-587(1)

Existing Facility:

101' Thru steel truss bridge with 2-23' wood approach spans, H.C. 18'.

Adjacent Sections:

East and West Ends: 32' gravel surface roadway.

Project Data:

Construct one prestressed concrete slab bridge, length 150', H.C. 34'; installation of 600' of roadway approach guard rail (150' each side of roadway at each end of structure): remove existing structure and construct roadway embankment and rock surfacing to provide roadway approach. County will place A.C. wearing surface on roadway and structure and will be responsible for detour and road closure signs.

Right of Way: 60' min.

Access Control: None.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

Public Hearings:

Not required under the provisions of paragraph 6c of PPM 20-8. The work under this project is within the existing R/W.

Relocation Assistance Payments: None involved.

Exceptions to Minimum Design Standards: None.

Social, Economic & Environmental Effects Considered: Yes.

Location and Design Approved: 4/22/71.

Clearinghouse Approved:

a.	State	7/20/70.
b.	District 13	7/14/70.

Route Data:

This is an important farm-to-market road and is a school bus and mail route.

Control of Utilities:

The State does not, at this time, have the legal authority to control the use by Utilities of the right of way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

LOCATION - DESIGN APPROVAL

COUNTY: UNION

SECTION: State Ditch Bridge

FAS NO.: 948

ROAD NAME: Booth Lane

PROJECT DESCRIPTION: Construct a reinforced concrete bridge 32 feet wide and 150 feet long over State Ditch on Booth Lane. Also grade approaches and install guardrail.

ESTIMATED COST: $95,000

HIGHWAY COMMISSION APPROVAL: July 7, 1970

HEARING: None required (no additional right-of-way)

STATE CLEARINGHOUSE REVIEW: July 20, 1970

SECTION 204 REVIEW: None required

REMARKS: Negative Declaration concurrence April 17, 1971.

APPROVED: April 22 1971

Assistant State Highway Engineer

RECEIVED
APR 16 1971
FOR FILING

S-584(1)
1-7582

April 16, 1971
Salem, Oregon

Negative Declaration
~~State Ditch Bridge Section~~
Booth Lane, FAS 948
Union County

Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

The subject environmental impact statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the social, economic and ecological aspects for this FAS-C project.

If you agree as to the adequacy of this declaration, please indicate concurrence as the FHWA agent for secondary projects by signing each declaration in the space provided and returning same to this office for distribution.

R. W. Ellison
Assistant Program & Planning Engr.

cc: L. M. Young
F. L. Hall
W. M. Tubman
A. Olson
R. Olson
S. J. Couper

GP:dg

Rt'd
4-16-71

RECEIVED
APR 16 1971

S-587(1)
7582

Salem, Oregon
April 16, 1971

Environmental Study Committee
Meeting - April 14, 1971

Mr. R. W. Allison
Asst. Program & Planning Engr.

Mr. Roy Wilson
Landscape Engineer

Mr. Adrian Olsen
Preliminary Design Engineer

A negative declaration prepared by the County-City Section concerning a bridge on FAS-848 over the State Canal in Union County was reviewed and returned to the section for minor additions in descriptive information.

The Rice Hill-N. Oakland Junction Section (I-5) negative declaration was reviewed. Some changes in detail were noted.

A draft environmental statement for the Broadbent Section of the Powers Highway was evaluated for accuracy and completeness.

A suggestion to expand on description of the community was made and a request to the County-City Section to determine the ultimate status of the remainder of the existing road was considered necessary.

S. J. Cooper
Environmental Coordinator

SC:dg
cc: F. B. Klaboe
L. H. Young
W. M. Tobman
S. J. Cooper
G. Pottner
D. Hayes

7382

FORM E-30 30M 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
April 15, 1971

SUBJECT: State Ditch Bridge Section
Booth Lane, FAS 948
Union County

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

This negative declaration is preceding our location-design approval request for this FAS-C project.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is located on Booth Lane approximately four miles east of the Wallowa Lake Highway northeasterly from La Grande.

The proposal consists of removing the existing narrow, lightweight bridge over the State Ditch and replacing it with a concrete structure 150 feet long and 34 feet wide. The State Ditch is a man-made canal which was constructed to reduce flooding on a section of the Grande Ronde River. This is a slow moving stream, so there is little bank erosion. The guardrails are to be installed, and the approaches and connections to the bridge are to be part of the contract.

Since the new structure will be on the same grade and alignment as the existing one, there will be no additional right-of-way required for the project. There are no utilities, either aerial or underground, to be moved or adjusted at the construction site.

PURPOSE OF PROJECT The purpose of the project is to replace an existing narrow, antiquated steel truss structure consisting of two 23-foot approach spans and a 100-foot steel pony truss 20 feet wide with an H-10 load rating capacity. Since the County recently widened Booth Lane, the proposed project is needed to provide continuity of roadway width for this facility.

DISCUSSION OF ENVIRONMENTAL IMPACTS Booth Lane is important as an east-west county arterial providing farm-to-market, school bus, and mail services to the surrounding farm community. The most significant impact on the area will be in providing a convenient and safe facility for the traveling public. Since the proposed construction will take place within existing right-of-way limits, the environment and operational functions of adjoining farm lands will not be impaired or adversely affected.

All necessary precautions will be taken during construction to prevent excessive stream roiling and to protect the game fish and other creatures which inhabit the stream and its banks. There are no fish hatcheries in this area.

Minor inconvenience to the road users will occur while the road is closed during construction; however, adequate detours are available.

There are no recreational facilities or wildlife nesting or feeding ground which will be affected by the project.

BASIS FOR NEGATIVE DECLARATION This structure project, although not extensive in nature, is an important element in Union County's planned development of its arterial system. The benefits of the finished project will outweigh any inconveniences to the road users and the land operators; therefore, approval of this negative declaration is justified.

H. S. Cox
County and City Engineer

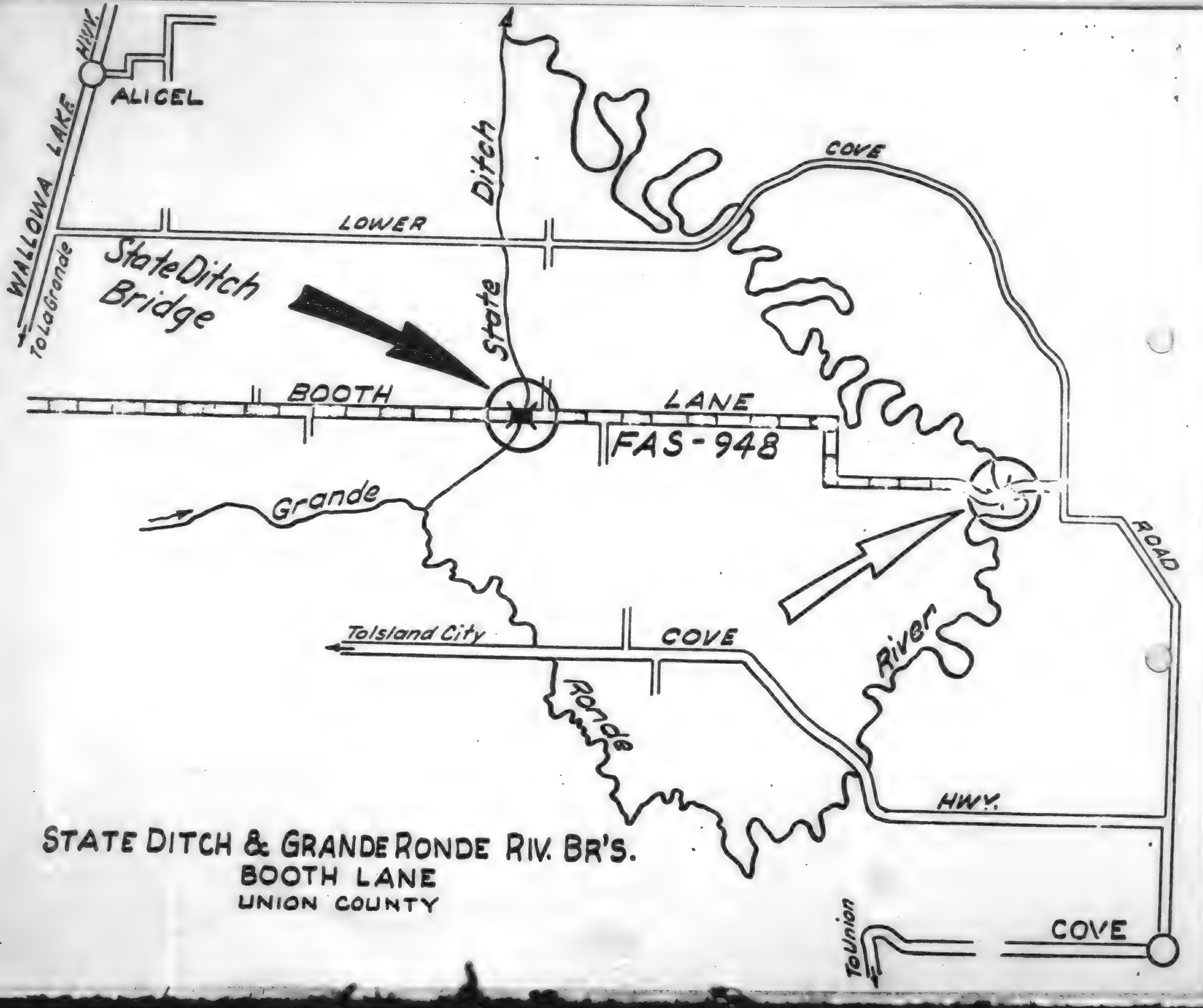
By

Harold Reynolds
for Robert H. Prange
Rural Engineer

RHP:HR:ljt

Endorsement of the Oregon State Highway Division

Concur F.B. Klaboe Date 4-16-71
Assistant State Highway Engineer


WALLOWA LAKE HWY.
To La Grande
ALICEL
LOWER
COVE
Ditch
State
State Ditch Bridge
BOOTH
LANE
FAS-948
Grande
ROAD
River
To Island City
COVE
Ronde
HWY.
To Union
COVE

STATE DITCH & GRANDE RONDE RIV. BR'S.
BOOTH LANE
UNION COUNTY

RECEIVED
APR 14 1971

FOR FILES
S-587(1)
7582

MEMO TO FILES

April 12, 1971

Re: State Ditch Bridge
Booth Lane, FAS 948
Union County

Pursuant to PPM 20-8, paragraph 6c, a public hearing will not be required for the subject bridge because the project is (1) solely for the replacement of an existing structure, (2) requires no additional right-of-way, has no adverse effect on the abutting property, and (4) does not change the layout or the function of connecting roads or the facility being improved.

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt

cc: F. B. Klaboe
F. L. Hall
L. H. Young
B. L. Gifford
R. N. Chase

RECEIVED
APR 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 3 - 1970

S-597(1)
7582

7-29-70

PREFIX NO. 531-1403

LOCATION PROSPECTUS
BOOTH LANE BRIDGES SECTION
FAS 948
UNION COUNTY

HIGHWAY: Booth Lane. Federal-aid Secondary No. 948.

TERMINI: State Ditch Bridge approximately 3.5 miles easterly of the junction of Booth Lane and the Wallowa Lake Highway. The Grande Ronde River Bridge is approximately 8.0 miles easterly of the junction of Booth Lane and the Wallowa Lane Highway

PROGRAM: FAS-C project. 1970 funds.

NARRATIVE: This will be a location survey to prepare vicinity maps, plans, specifications and cost estimates for construction of (2) new bridges to replace the present structures. The road can be closed at the State Ditch Bridge. County will furnish roads for detour. The Grande Ronde River Bridge can be used while the new bridge is constructed on new alignment. Union County will construct approaches and connections.

TYPICAL SECTION: 12-foot travel lanes and 4-foot shoulders.

BRIDGE: The two new structures will have a 32-foot horizontal clearance.

ACCESS: No Change.

AGREEMENTS: Routine FAS-C project.

ADD'L FACILITIES: There are no railroads, airports or parks affected by this project.

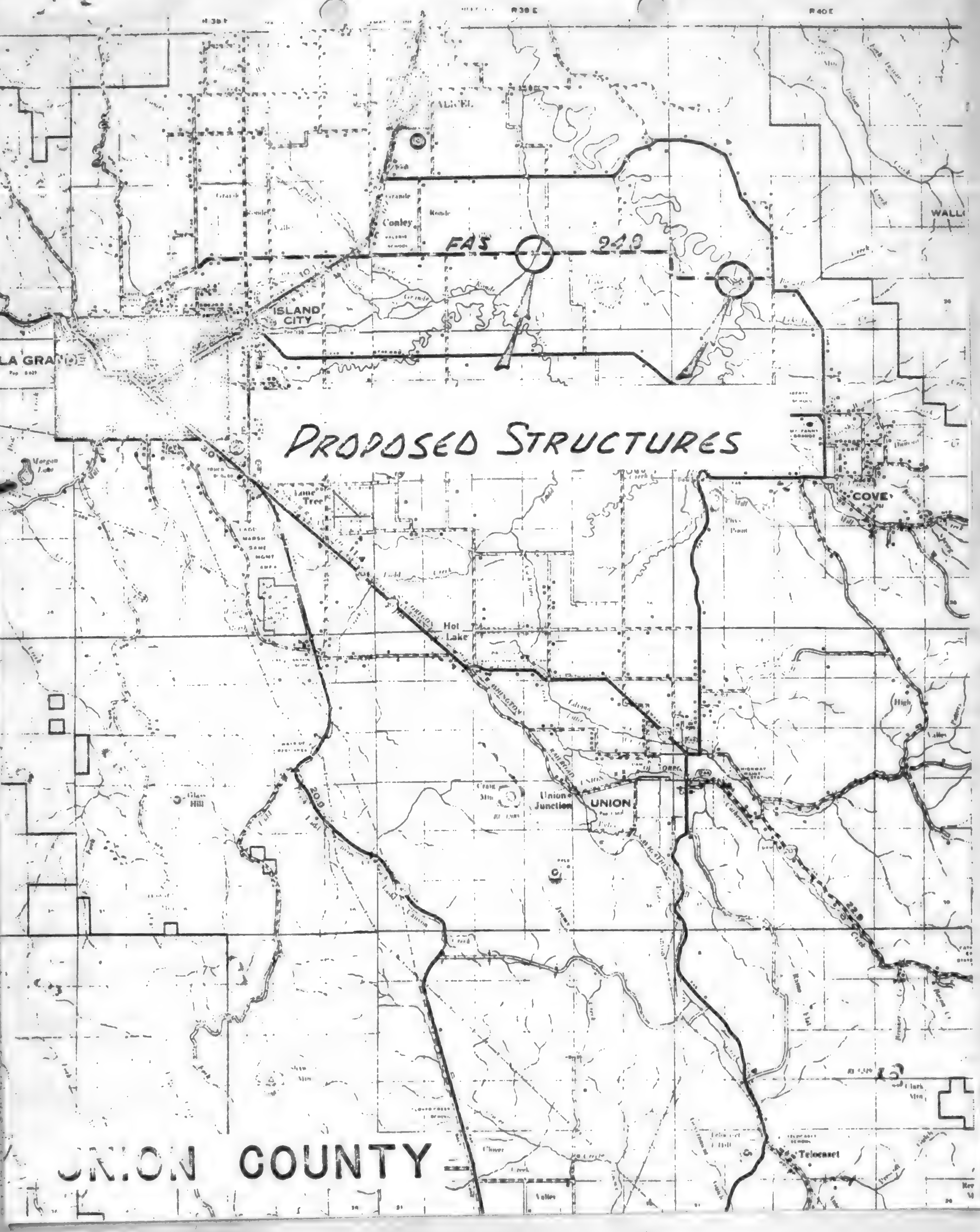
July 29, 1970
Attachment

Bureau of Public Roads (3) NOTED TOM EDWARDS
F. B. Klaboe
V. D. Wolfe
F. B. Crandall
D. H. Moehring (3)
J. M. Cartwright (2)
B. L. Gifford
A. D. Olson
Robert Royer
F. E. Terpin

H. S. Coulter (3)
A. E. Johnson
D. J. Barbee
F. L. Hall
F. D. Morgan
R. N. Chase
W. N. Hackleman
R. E. Olson
C. G. Swenson
F. W. Yarbrough (2)

R. L. Porter
E. S. Hunter
R. N. Bothman
Ivan Merchant (4)
L. H. Young
H. S. Cox (2)
V. J. Johnson
Jack Rowland
W. H. Tebeau

RECEIVED
JUL 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER


R38E
R39E
R40E
ALICEL
Conley
FAS 948
ISLAND CITY
LA GRANDE
PROPOSED STRUCTURES
COVE
WALLO
Morgan Lake
Lone Tree
Hot Lake
Union Junction
UNION
Glass Hill
Telocaset
Clark Mtn
UNION COUNTY

RECEIVED
JUL 24 1970
FOR FILING

S-587(1)
7583

Edwards

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

July 20, 1970

Klaboe
Young 7-21-70

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

GRANDE RONDE RIVER AND STATE DITCH BRIDGES

Your Notice of Intent has been referred to the appropriate state agencies for review. All have expressed approval of the proposal.

It is requested that both passage and water quality be maintained. Further, it is requesed that precautions against siltation be taken during the fall months.

We are pleased to add our approval.

A copy of this letter should accompany your application to the Federal agency. Comments of the appropriate local reviewing agency should also be included.

Ed

E.G. Westerdahl, II

NOTED
F.B. KLABOE

RECEIVED
JUL 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
JUL 8 - 1970
[illegible]

5-587(1)
7582

July 6, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notices of Intent to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 13

Federal Aid Secondary	Grande Ronde River and State Ditch Bridges, Booth Lane, FAS 948 Union County

The estimated date of filing for federal-aid funds on this project is September 1970. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
D. H. Moehring
R. E. Royer
H. S. Cox
B. L. Gifford
R. N. Chase
G. A. Starkey
H. S. Coulter

BLG:aw

NOTICE OF INTENT - STATE AGENCIES

Project: Grande Ronde River and State Ditch
Bridges, Booth Lane, FAS 948
Union County

July 6, 1970

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division — Salem (Address)

Contact Person L. H. Young — 2761 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ...... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Thirteen (13) City -

County Union Special District(s) (if applicable) -

Other affected jurisdictions/agencies -

3. **Federal Program**

Common Program Name Federal Aid Secondary

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Bureau of Public Roads Renewal Application ......

---

4. **Estimated Project Cost**

Federal Share $ 94,200
Loan ...... Grant X

Local Applicant Share (Union County) (if any) $ 31,400

State Agency Share $ 35,400

Other (Specify) $ -

Total $ 161,000

Will Federal share change: No X

Yes, from ......% to ......%

When ......

Source of State Agency Share

General Fund $ -

Other Funds (specify) $ -

Indirect Cost Reimbursement

No X Yes ...... $ ...... (Approx)

5. **Period Covered by Projects**

Beginning date .... March 1971
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) .... 12 months

Approximate ending date .... March 1972

Will renewal be requested? Yes .... No ..X..

6. **Estimated Application Filing Date** .... September 1970

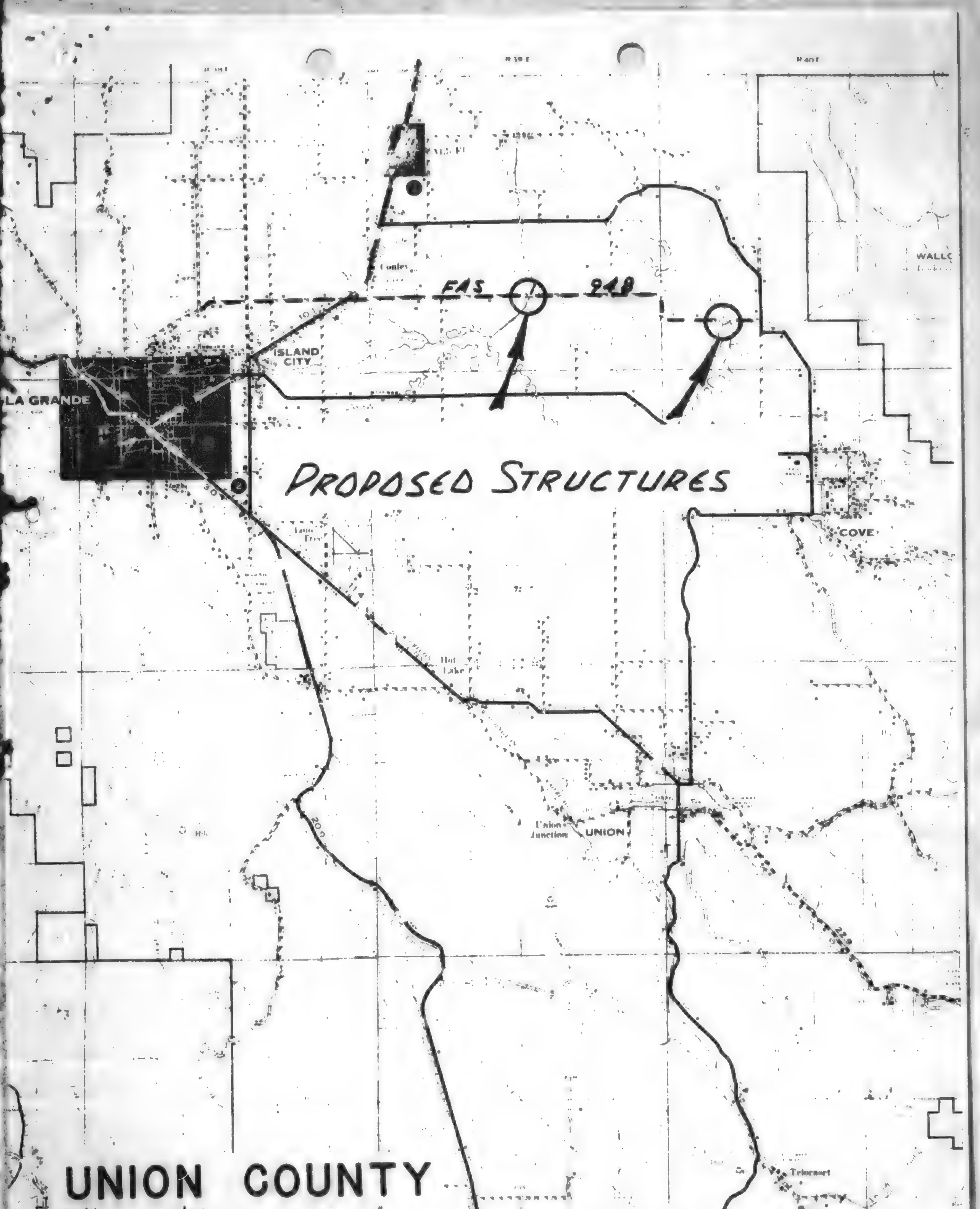
7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

GRAND RONDE RIVER AND STATE DITCH BRIDGES, Booth Lane. FAS 948

This project consists of preliminary engineering, acquisition of right ~~os~~ of way, grading, paving, structures and incidental work necessary to replace the existing narrow and deteriorated bridges. The new bridges will be built of reinforced concrete with a 32-foot clear roadway.

This project is related to the "Goals for a Livable Oregon" by the replacement of two old narrow bridges, thus updating the standards and improving the safety features of these water crossings.

See attached map for geographical location.


FAS 918
PROPOSED STRUCTURES
Conley
LA GRANDE
ISLAND CITY
WALLO
COVE
Hot Lake
Union Junction
UNION
Telocaset
UNION COUNTY

RECEIVED
JUL 8 - 1970
FOR FILING

S-5826
7582

July 6, 1970

Blue Mountain Council of Governments
Union County Courthouse
La Grande, Oregon 97850

Gentlemen:

Attached for your review and comments as district clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Grande Ronde River and State Ditch Bridges
Booth Lane, FAS 945
Union County

As required by said Executive Memorandum, the Notices of Intent have been sent to the State Clearinghouse for review and comment.

Attachements:

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barkee
D. H. Moehring
R. E. Royer
H. S. Cox
B. L. Gifford
R. N. Chase
G. A. Starkey
H. S. Coulter

BLG:aw

NOTICE OF INTENT - STATE AGENCIES

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Grande Ronde River and State Ditch
Bridges, Booth Lane, FAS 948
Union County

July 6, 1970

FROM: Applicant Agency State Highway Division — Salem (Address)

Contact Person L. H. Young — 2761 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes......... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. Project Location

Administrative District Thirteen (13) City -

County Union Special District(s) (if applicable) -

Other affected jurisdictions/agencies -

3. Federal Program

Common Program Name Federal Aid Secondary

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Bureau of Public Roads Renewal Application.........

---

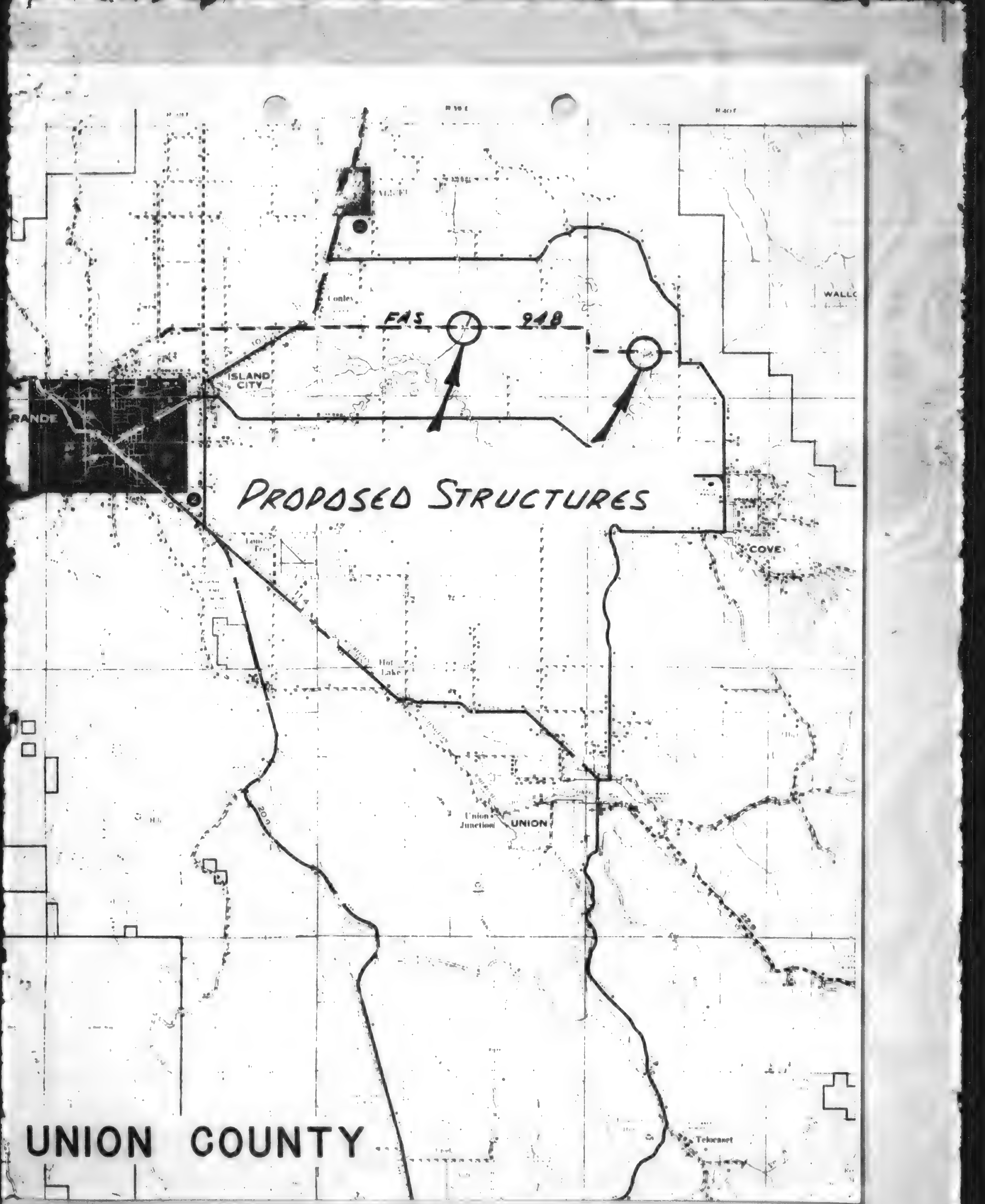
4. Estimated Project Cost

Federal Share	$ 94,200	Source of State Agency Share	
Loan......... Grant X			
Local Applicant Share (Union County) (if any)	$ 31,400	General Fund	$ -
State Agency Share	$ 35,400	Other Funds (specify)	$ -
Other (Specify)	$ -	Indirect Cost Reimbursement	
		No X Yes	$ .... (Approx)
Total	$ 161,000		

Will Federal share change: No X

Yes, from ....% to ....%

When.........................

FAS 948
ISLAND CITY
RANDE
PROPOSED STRUCTURES
Conley
WALLO
COVE
Lone Tree
Hot Lake
Union Junction
UNION
Telocaset
UNION COUNTY

32-8306 Enterprise Rock Production 1971
Proj., on Enterprise-Lewiston
#7583 Hwy., N. of Enterprise.

RECEIVED
JAN [illegible] 1972

FOR FILING

32-8306
7583

January 28, 1972

General Insurance Co. of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On January 25, 1972, we wrote to you concerning release of final payment on Contract No. 7583 awarded to M. A. Toole Construction Company for rock production on the Enterprise Section of the Enterprise-Lewiston Highway in Wallowa County.

Final payment on this contract is $2,547.13 and the total contract amount is $46,208.63. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc M. A. Toole Construction Co.
1235 S. W. 2nd Avenue
Ontario, Oregon 97914

bc Frank Morgan
Walt Hart
V. E. Shoog
Attn: John Harr
Wendell Schwartz

RECEIVED

FOR FILING

32-8306

7583

January 24, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed December 23, 1971 on Contract No. 7583. The contract was with H. A. Toole Construction Co. and was for rock production on the Enterprise Section of the Enterprise - Lewiston Highway in Wallowa County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 21, 1972, and that you concur in this procedure at the Commission meeting on February 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Gary Ross
G. L. Sund
L. H. Young
F. D. Morgan
W. J. Hart
V. E. Skoog
H. S. Cox
W. E. Schwartz

VG:alc

32-8306
7583

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Enterprise
WEEK ENDING: 1-1-1972
SECTION PREFIX: 32-8306
HIGHWAY: Enterprise-Lewiston
COUNTY: Wallowa
AME OF JOB: Enterprise Rock Production
KIND OF WORK: Rock Production
ONTRACTOR: N. A. Toole Const. Co.
CONTRACT NUMBER: 7583
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 1, 1971
DATE WORK STARTED: Nov. 1, 1971
ESTIMATED COMPLETION DATE:
VERAGE FORCE ON PROJECT FOR THE WEEK:
EN: SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: Oct. 15, 1971
PERCENT OF TIME ELAPSED: 100
ROJECT AUTHORIZATION: $57,364.50
XCLUSIVE OF ENGINEERING: $52,354.50
ENGINEERING AUTHORIZATION: $5,010.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
STIMATED COST OF COMPLETED ROJECT. EXCLUSIVE OF NGINEERING: $46, 161.50
ENGINEERING COST TO DATE: $1,629.11
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 83.3
STIMATED PERCENT: OVERRUN UNDERRUN: 0 %
PERCENT OF AUTHORIZATION: 32.5 %
DATE PROJECT WAS COMPLETED: 12-23-71

ESTIMATED PERCENT COMPLETE (ROADWORK)

LEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
					7937.84 cy		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
ILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			8,000 cy		
TOTAL QUANTITIES CORRECTED TO DATE			7937.84 cy		
STIMATED QUANTITIES MOVED OR PLACED TO DATE			same		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO OMPLETE PROJECT ON TIME			Project is Overtime		
UMBER OF SHIFTS PER DAY					
OURS PER SHIFT					

QUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY.	CAUSE OF DELAY
SUNDAY	Snow flurries			
MONDAY	Snow flurries			
TUESDAY	Snow flurries			
WEDNESDAY	Cloudy-Cold			
THURSDAY	Snow flurries			
FRIDAY	Cloudy- Cold			
SATURDAY	Cloudy-Cold			

Routing
Boehme
Johnsen
Glenn
Stein

RECEIVED
3 1972
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Simi-final estimate submitted 12/31/71. Final Report

SIGNED ____________ LOCATION LaGrande

J. R. Hagedorn

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

RECEIVED
JUL 6 - 1971
FOR FILING

32-8366
7583

July 2, 1971

H. A. Teele Construction Company
1235 S. W. 2nd Avenue
Ontario, Oregon 97914

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7583 for the
Enterprise Rock Production
Project of the Enterprise-
Lewiston Highway in Wallowa
County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
J. R. Hagadorn

RECEIVED
JUN 10 1971
FOR FILING

32-8306
7583

June 10, 1971

M. A. Toole Construction Co.
1235 S. [illegible] 2nd Avenue
Ontario, Oregon 97914

Gentlemen:

Enclosed are three copies of Contract No. 7583 for $50,000 awarded to you by the State Highway Commission on June 1, 1971, for rock production on the Enterprise Section of the Enterprise-Lewiston Highway in Wallowa County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

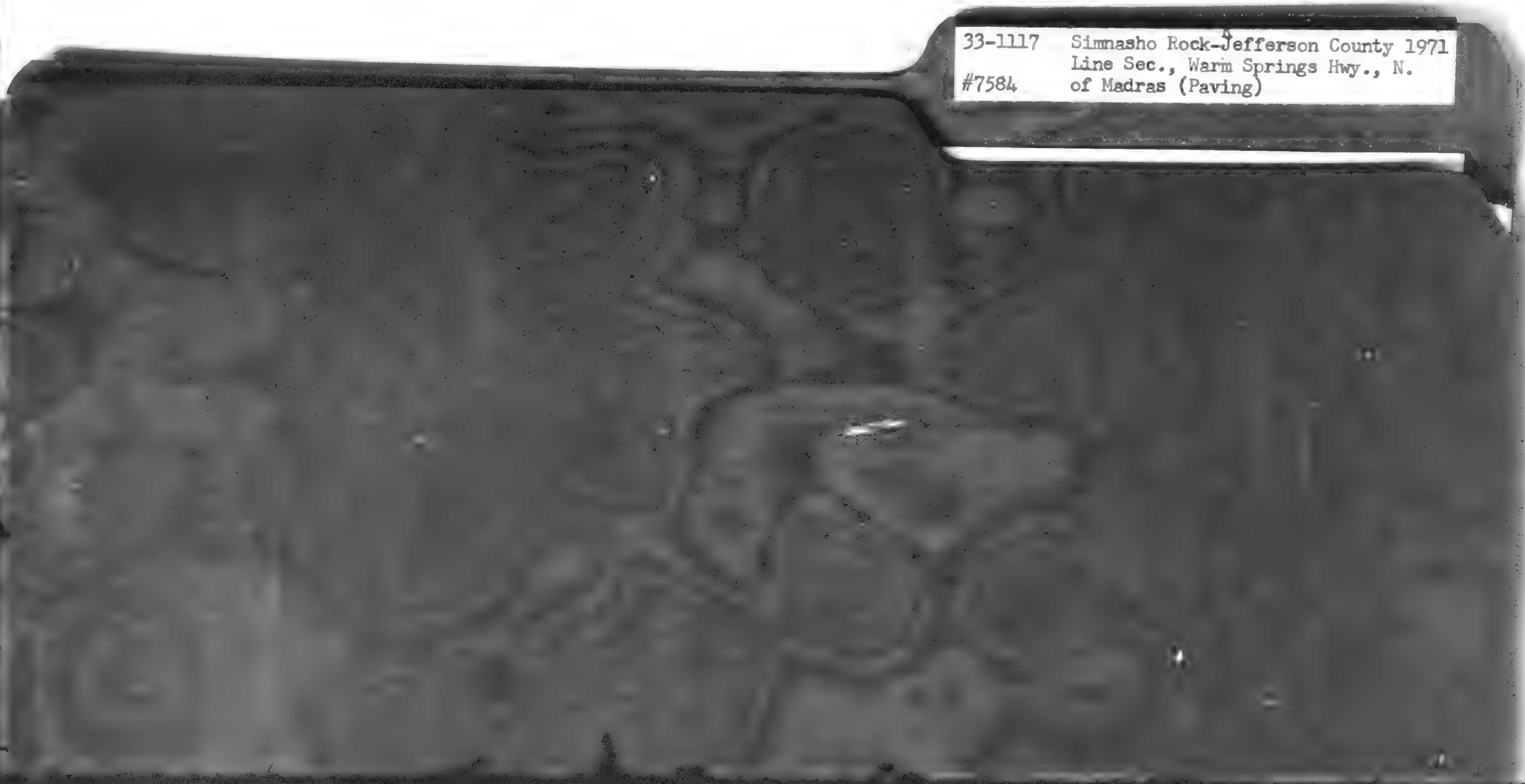
The completion date on this contract is October 15, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

br
Enclosures

cc Frank Morgan
I. D. Merchant
H. S. Coulter
J. R. Hagedorn



33-1117 Simnasho Rock-Jefferson County 1971 Line Sec., Warm Springs Hwy., N.

#7584 of Madras (Paving)

RECEIVED
JAN 10 1975
LEGAL

December 9, 1974

Mr. Frank MacMurray
Attorney at Law
353 South Sixth
Redmond, OR 97756

Dear Mr. MacMurray:

This is a follow-up to your request and our letter of October 28, 1974, in which we forwarded to you R. L. Coats' Contract No. 7584 and a copy of our Standard Specifications.

Our records indicate that you owe us $5 for the specifications. Your remittance in this amount will be appreciated.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

CWM:js

bc Jack Sollis

1/10/75
Sollis said
to forget billing
fr

RECEIVED
DEC 5 1974
LEGAL

October 28, 1974

Mr. Frank MacMurray
Attorney at Law
355 South Sixth
Redmond, OR 97756

Dear Mr. MacMurray:

As requested by phone last Friday, we are attaching a certified copy of Contract No. 7584 with R. L. Coats for paving the Simnasho Road-Jefferson County Line Section of the Warm Springs Highway and a certified copy of the 1970 Standard Specifications, which were applicable to the work on this project.

As mentioned by my secretary, there is a $5 charge for the Standard Specifications. Please make the check payable to the Oregon State Highway Division and forward it to my attention, 121 Highway Building, Salem, OR 97310.

Very truly yours,

C. W. Head
COMMISSION SERVICES

Atts.

fkn

cc Jack Sollis

phone 548-8188

7584

October 28, 1974

Mr. Frank MacMurray
Attorney at Law
355 South Sixth
Redmond, OR 97756

Dear Mr. MacMurray:

As requested by phone last Friday, we are attaching a certified copy of Contract No. 7584 with R. L. Coats for paving the Simnasho Road-Jefferson County Line Section of the Warm Springs Highway and a certified copy of the 1970 Standard Specifications, which were applicable to the work on this project.

As mentioned by my secretary, there is a $5 charge for the Standard Specifications. Please make the check payable to the Oregon State Highway Division and forward it to my attention, 121 Highway Building, Salem, OR 97310.

Very truly yours,

C. W. Head
COMMISSION SERVICES

Atts.

fkn

cc Jack Sollis

10-28-74
Cec

Frank McMurry, Attorney, Box 668, Redmond, OR 97756 called and requested a certified copy of Contract 7584 and the standard specifications used for the contract. He needs by Thursday, for Court.

I am certifying them for him. Sweed said we should charge him $5 for standard specs. This is OK with attorney. I told him there would be no charge for xeroxing contract - it is real thin.

Fran

7584

LAW FILES

August 29, 1973

Mr. J. C. Van Voorhees
Attorney at Law
203 North Main
Prineville, Oregon 97754

Re: Robert L. Coats, Contract No. 7584
Simnasho Rd.-Jefferson Co. Line
Warm Springs Highway - Wasco County

Dear Mr. Van Voorhees

In reply to your letter of August 10, 1973, addressed to Mr. C. W. Head concerning the above subject matter, I have the following to offer:

The provisions in the contract with Mr. Coats did not require him to bring the shoulder up to the level of the pavement overlay he was placing down, and this responsibility was to be done by "others". The contract document makes no mention of the work of bringing up the shoulders, but the plans show the shoulder excavation and restoration to be done by "others". In this instance, as in most other overlay projects, the "others" is generally considered to be state forces.

If you have any further questions regarding this matter, please do not hesitate to contact me.

Sincerely

Jack L. Sollis
Assistant Attorney General

df

cc: C. T. Keasey
Construction Engineer

C. W. Head, Manager
Administrative Services

J. F. Putnam
Regional Engineer

FORM E-90 (REV. 10-69)

NOTED
JACK L. SOLLIS

RECEIVED
AUG 17 1973
LEGAL

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1973

SUBJECT: Fatal Accident, July 26, 1971
Kathleen Betts Thompson
Simnasho Rd.-Jefferson Co. Line Section
Warm Springs Highway
Contract No. 7584

To: Jack L. Sollis
Assistant Attorney General

FROM: C T Keasey
C. T. Keasey
Construction Engineer

Attached hereto are two letters, one dated August 10, 1973 from J. C. VanVoorhes, Attorney, and the second a copy of Cecil Head's response dated August 15, 1973.

This correspondence is related to a fatal accident which occurred on July 26, 1971, immediately following completion of a pavement overlay, Contract 7584, on this highway section. A report from J. F. Putnam, Region Engineer, dated July 3, 1973, was forwarded to you previously.

Mr. VanVoorhes is requesting information as to who was responsible for bringing the highway shoulders up to the level of the new pavement. The contract document makes no mention of this work, but the plans show the shoulder excavation and restoration to be done "by others". In this instance, as in most other overlay projects, the "others" is generally considered to be State forces.

Please review this file and respond to Mr. VanVoorhes.

CTK:fw
Enc.
cc: H. S. Coulter
Cecil Head
J. F. Putnam

MAINTENANCE ENGINEER
RECEIVED
AUG 17 1973
☐ ME ☐ AME ☐ AME ☐ SE ☐ AG
☐ HME ☐ BS ☐ AA ☐ FILE ☐ TA

File Copy-163

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

July 9, 1973

Chubb/Pacific Indemnity Group
Lloyd Building
700 N.E. Multnomah
Portland, Oregon 97232

Attention: Don Eidson

Re: Claimant: Earl Thompson
DOA: 7/26/71
Your File No. ____________
Our File No. ____________
Policy No. LAC-6200
LO-10053

Gentlemen:

Enclosed please find the following:

- ______ Report of loss from claimant.
- ___X___ Report of Highway Personnel concerning above loss.
- ______ Supplemental report of Highway Personnel concerning above loss.
- ______ Notice of claim from claimant's insurance company.
- ______ Notice of impending legal action.
- ______ Summons and complaint served on ____________
- ___X___ Miscellaneous Summons and complaint

By presenting a copy of this letter, you or your authorized personnel may interview Highway Division Personnel and secure any necessary information or documents from them.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:df
Enc.

FORM 2-50 (REV. 10-62)

Routing
7 Keasey
Pease E
Glenn
Best
Walker

RECEIVED
JUL 5 1973
CONSTRUCTION SECTION

OREGON STATE HIGHWAY ~~/~~DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon, 97701
July 3, 1973

RECEIVED
JUL 5 - 1973
LEGAL

SUBJECT: Fatal Accident
Simnasho Road
Jefferson County Line
Warm Springs Highway

To: C. T. Keasey
Construction Engineer
SALEM

J F Putnam

NOTED
JACK L. SOLLIS

FROM: J. F. Putnam
Regional Engineer

Enclosed herewith is a copy of a Summons which was served upon R. L. Coats for an accident which occured on the Simnasho Road-Jefferson County Line overlay project on 26 July, 1971. Also enclosed is a copy of a report made by Resident Engineer, R. H. Clark shortly after the accident occured.

Although Mr. Coats is the only party named in the suit, it is my belief that we will be drawn into it before it is over, as the pavement had been completed and according to plans, the placement of the material next to the edge of the pavement was to be done by others.

You will note on the back of Mr. Clark's report is a sketch showing the location of the signs which were in existence at the time of the accident. If more information is required, please advise.

JFP:PW
Enclosures
cc: R. H. Clark

7-5-73
Copy to Dallas
per John [illegible]
FW

In the CIRCUIT Court of the State of Oregon

for the County of Deschutes

EARL THOMPSON, Personal Representative of the
Estate of KATHLEEN B. THOMPSON, Deceased,

Plaintiff

vs.

ROBERT L. COATS,

Defendant

No.

SUMMONS

To Robert L. Coats
[redacted]
Bend, OR 97701

Defendant

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled cause within ten days from the date of service of this summons upon you, if served within this county; or if served within any other county of this state, then within twenty days from the date of the service of this summons upon you; and if you fail so to answer, for want thereof, the plaintiff.... will apply to the court for the relief demanded therein.

NOTICE TO DEFENDANT:
READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion," "demurrer" or "answer." This paper must be given to the court within 10 days if served within this county, or if served within any other county of this state, then within 20 days, along with the required filing fee. It must be in proper form and have proof of service on the plaintiff or his attorney to show that the other side has been given a copy of it.

If you have questions, you should see an attorney immediately.

Stanley E Clark
Stanley E. Clark Of Attorney s for Plaintiff
P. O. Box 668, Redmond, OR 97756
Post Office Address

STATE OF OREGON, County of ....) ss.

I, ..., one of plaintiff's attorneys, do hereby certify that I prepared the foregoing copy of summons and have carefully compared the same with the original thereof; and that it is a true and correct copy of said original.

............, Oregon, dated the .... day of ...., 19....

.... of Attorneys for Plaintiff....

TO THE SHERIFF, OFFICER OR OTHER PERSON SERVING THIS SUMMONS:

You are hereby directed to serve a copy of the within summons, together with a copy of the complaint, upon the defendant...., ...

and a copy of the within summons only upon the other defendant...., ...

.... Attorney.... for Plaintiff....

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS.
STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.
TB

STATE OF OREGON,

County of................................ } *ss.*

I, ...

of ....*County, Oregon hereby certify that the foregoing summons was delivered to me for service on the*.........*day of*........................., *19*.........; *that I served said summons within said county and state on the* .....: *day of* ...., *19*........., ...

defendant ....*on the within named by delivering a copy thereof to the said defendant, and if more than one then to each of them, personally and in person; that I served the complaint in said cause, to which reference is made in said summons, on the following defendant* ....

....*at the same time and place on said day, by then and there personally delivering to and leaving with the defendants last named, and each of them, personally and in person, a copy of the complaint; that each copy of said summons and of said complaint so served was duly certified to be a true copy of the original thereof by one of the above named attorneys for the plaintiff in the said complaint.*

That the defendant ....
named in said summons cannot be found in the county last above mentioned.

....

.... *Title.*

By .... *Deputy.*

CLERK'S NO. ....
SHERIFF'S NO. ....
BOOK NO. ....
PAGE ....

IN THE ....**COURT**
of the State of Oregon
For .... **County**

.... *Plaintiff*

vs.

.... *Defendant*

SUMMONS
(FORM No. 190)

Filed ...., *19*......

.... *(State Title)*

By .... *Deputy*

STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

.... *Attorney for Plaintiff*

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

EARL THOMPSON, Personal Representative)
of the Estate of KATHLEEN B. THOMPSON,)
Deceased,)
Plaintiff,)
-vs-)
ROBERT L. COATS,)
Defendant.)

No. ________

_C_O_M_P_L_A_I_N_T_

For his FIRST CAUSE OF ACTION, Plaintiff alleges:

I.

That he is the duly appointed and qualified personal representative of the estate of Kathleen B. Thompson, Deceased.

II.

That State Highway 26 is a paved, public thoroughfare, running through Wasco County, Oregon.

III.

On or about June 1, 1971, Robert L. Coats entered into a contract, #33-1117, with the State of Oregon, acting by and through the State Highway Commission, for the construction by the defendant of 11.8 miles of asphalt concrete pavement on said highway, beginning at the boundary between Jefferson and Wasco Counties and ending at or near the junction of said highway with Simnasho Road.

IV.

On July 26, 1971, Plaintiff's decedent was driving a 1966 MG Midget Automobile northbound on Highway 26. At a point on said highway in Wasco County, approximately 8.5 miles north of Warm Springs, Oregon, and within said construction zone, Plaintiff's decedent lost control of said vehicle as a proximate result of the negligence of the defendant as more particularly set out herein, thereby causing the death of said Plaintiff's decedent.

STANLEY E. CLARK
ATTORNEY AT LAW
355 SOUTH SIXTH STREET – P. O. BOX 668
REDMOND, OREGON 97756
TELEPHONE 548-4010

V.

At all material times herein there was a "hazardous vertical dropoff at the edge of the travel way" of approximately five inches (5") from the pavement to the unpaved portion along the eastern edge of said highway at the place of said occurrence. At said time and place, defendant failed to install physical restraints or warning devices, or otherwise warn the traveling public of said abrupt dropoff.

VI.

The death of Plaintiff's decedent was the direct and proximate result of the negligence of the defendant in one or more of the following particulars:

a) In failing to install prior to said occurrence physical restraints where said vertical dropoff was located to prevent traffic from traveling thereover.

b) In failing to eliminate said vertical dropoff within a reasonable time after the construction thereof.

c) In failing to take reasonable steps to warn the public of said vertical dropoff.

VII.

As a direct and proximate result of the negligence of the defendant, the estate of the Plaintiff's decedent has suffered financial loss, to its general damage, in the amount of $100,000.00.

VIII.

As a direct and proximate result of the negligence of the defendant, the estate of the plaintiff's decedent has necessarily incurred expenses, all to its special damage, in the following amounts:

a)	Funeral Expenses	$ 585.00
b)	Ambulance Expenses	100.00
c)	Certified Copies of Death Certificate	13.00
	Total	$ 698.00

STANLEY E. CLARK
ATTORNEY AT LAW
355 SOUTH SIXTH STREET – P. O. BOX 888
REDMOND, OREGON 97756
TELEPHONE 548-4010

For his SECOND CAUSE OF ACTION, Plaintiff alleges:

I.

Plaintiff realleges Paragraphs I, II and III of his first cause of action as if fully set forth herein.

II.

On July 26, 1971, Plaintiff's decedent was driving a 1966 MG Midget Automobile northbound on Highway 26. At a point on said highway in Wasco County, approximately 8.5 miles north of Warm Springs, Oregon, and within said construction zone, Plaintiff's decedent lost control of said vehicle as a proximate result of the negligence of the defendant as more particularly set out herein, thereby causing damage to said vehicle, as more particularly set out herein.

III.

Plaintiff realleges paragraph V of his first cause of action as if fully set forth herein.

IV.

The damage to the vehicle driven by Plaintiff's decedent was the direct and proximate result of the negligence of the defendant in one or more of the following particulars:

a) In failing to install prior to said occurrence physical restraints where said vertical dropoff was located to prevent traffic from traveling thereover.

b) In failing to eliminate said vertical dropoff within a reasonable time after the construction thereof.

c) In failing to take reasonable steps to warn the public of said vertical dropoff.

V.

As a direct and proximate result of the negligence of the defendant, the estate of the Plaintiff's decedent has suffered special damages in the following amounts:

a)	Value of 1966 MG Midget Automobile	$ 950.00
b)	Towing Charge	68.00
c)	Storage Fee	15.00
	Total	$ 1,033.00

WHEREFORE, Plaintiff prays for judgment against the defendant, as follows:

a) First cause of action
   1. $698.00 special damages
   2. $100,000.00 general damages;

b) Second cause of action
   1. $1,033.00 special damages;

c) Plaintiff's costs and disbursements incurred herein;

d) Such other and further relief as the Court may deem proper.

/s/ Stanley E. Clark
Of Attorneys for plaintiff

STATE OF OREGON
County of Deschutes } ss.

I, EARL THOMPSON being first duly sworn, depose and say that I am plaintiff in the above entitled suit; and that the foregoing Complaint is true, as I verily believe:

s/ Earl Thompson
Earl Thompson

Subscribed and sworn to before me this 28th day of June 1973

/s/ Stanley E. Clark
NOTARY PUBLIC FOR STATE OF OREGON

(SEAL) seal

My commission expires Mar 6, 1976

STATE OF OREGON
County of Deschutes } ss.

I, Stanley E. Clark, of attorneys for Plaintiff do hereby certify that I have this day carefully compared the foregoing copy of Summons & Complaint with the original; that it is a correct transcript therefrom and of the whole thereof.

Dated this 28th day of June, 1973

Stanley E. Clark
Stanley E. Clark
Of Attorney for Plaintiff

STATE OF OREGON
County of } ss.

Due and legal service of the within is hereby accepted this day of, 19, by receiving a copy thereof, duly certified to as such by the attorney for herewith handed me at

Attorney for

STATE OF OREGON
County of } ss.

I, hereby certify that I am the attorney for herein, that I served the within by placing a duly certified copy thereof in a sealed envelope plainly addressed to, attorney for addressed at postage prepaid, and deposited in the United States Postoffice at, Oregon.

Dated this day of, 19

Attorney for

No. ____________

IN THE ____________ COURT

OF THE

STATE OF OREGON

FOR THE

County of ____________

____

____________ Plaintiff,

vs.

____

____________ Defendant

STANLEY E. CLARK
ATTORNEY AT LAW
REDMOND ELECTRIC BLDG. - 535 SOUTH 7TH STREET
POST OFFICE BOX 668
REDMOND, OREGON 97756

Attorney for ____________

Form 1-589

File 7-26-71

OREGON STATE HIGHWAY DIVISION

REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

☒ FATAL
☐ NON-FATAL

Date of Accident July 26, 1971

Time of Accident 8:30 (~~A.M.~~ P.M.)

Name of Driver Kathleen Betts Thompson

Name of Deceased (if any) Kathleen Betts Thompson

Date of Field Investigation July 28, 1971

County Wasco

Highway Name Warm Springs

Highway Number 53 Route 26

General Location 7.6 miles northerly of the Warm Springs Indian Agency

Mile Post 95.7

Posted Speed Road Construction Speed 40 m.p.h.

Check Appropriate Items:

Type of Culture	Surface Condition	Grade (in direction of Vehicle's travel)	Lighting
__ Heavy	x Dry	x Level	x Daylight
__ Moderate	__ Wet	__ Hillcrest	__ Dawn or Dusk
__ Light	__ Snow or Ice	__ Approx. __% descending	__ Darkness Illum.
x None	__ ______ (other)	__ Approx. __% ascending	__ " ,non-Illum.

Alignment Indicate North ○
Sketch alignment and path of vehicle(s)

Highway, X-Section
Sketch with dimensions

See attached sketch.

MAINTENANCE ENGINEER
RECEIVED
AUG 4 1971
ME AME [illegible] OE AG
BME BS AA FILE TA

Description of Accident: The driver of the vehicle traveling north apparently felt the car leaving the abrupt pavement edge on the right, veered the car to the left, and went into a long sideways slid. The car went off the left shoulder after sliding 175 feet and then rolled a number of times, coming to rest in the right of way fence 168 feet after leaving the pavement.

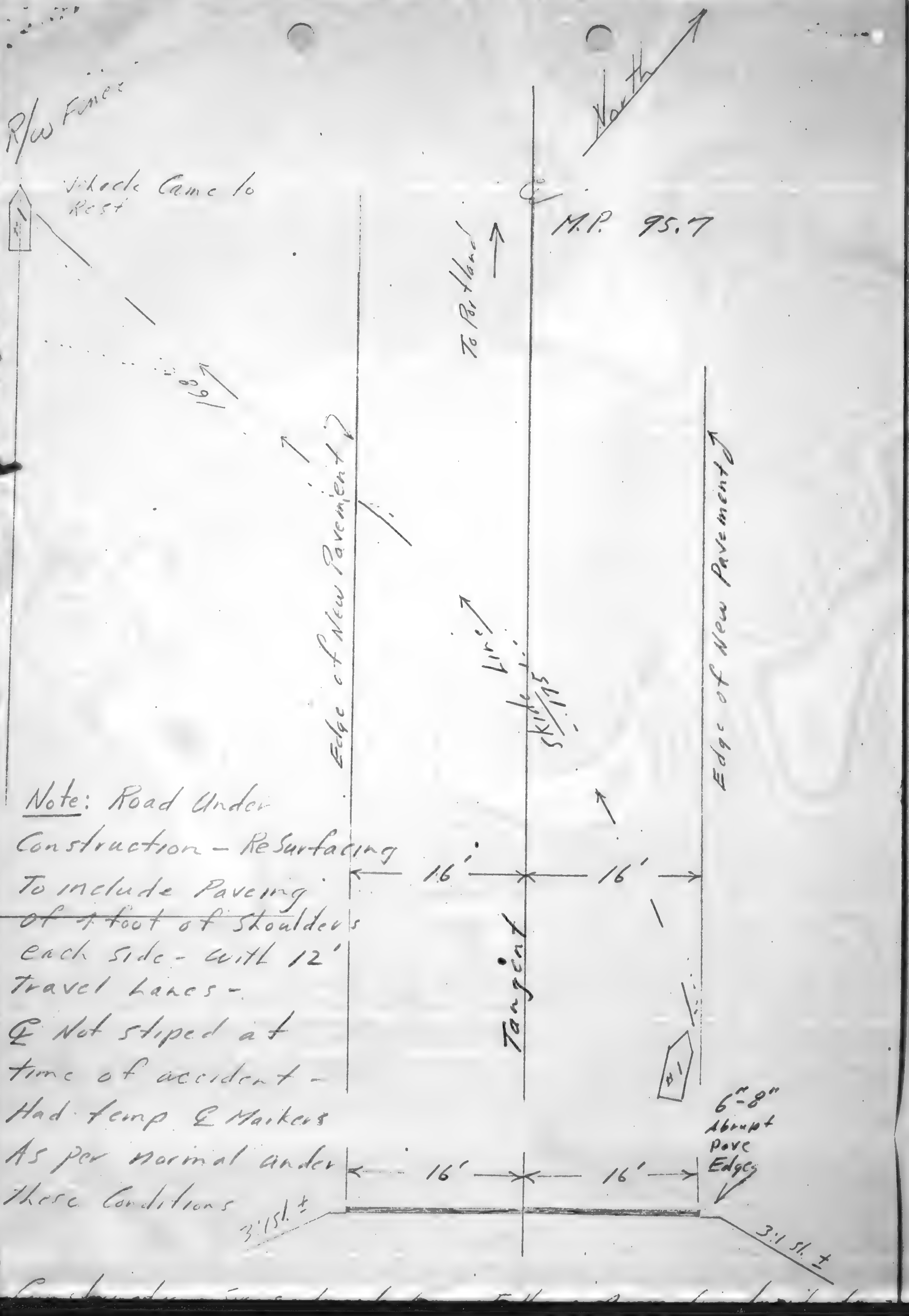
(Use reverse side if more space required)

Distribution: Asst. State Hwy. Engr.
Maintenance Engineer
Traffic Engineer

Investigator

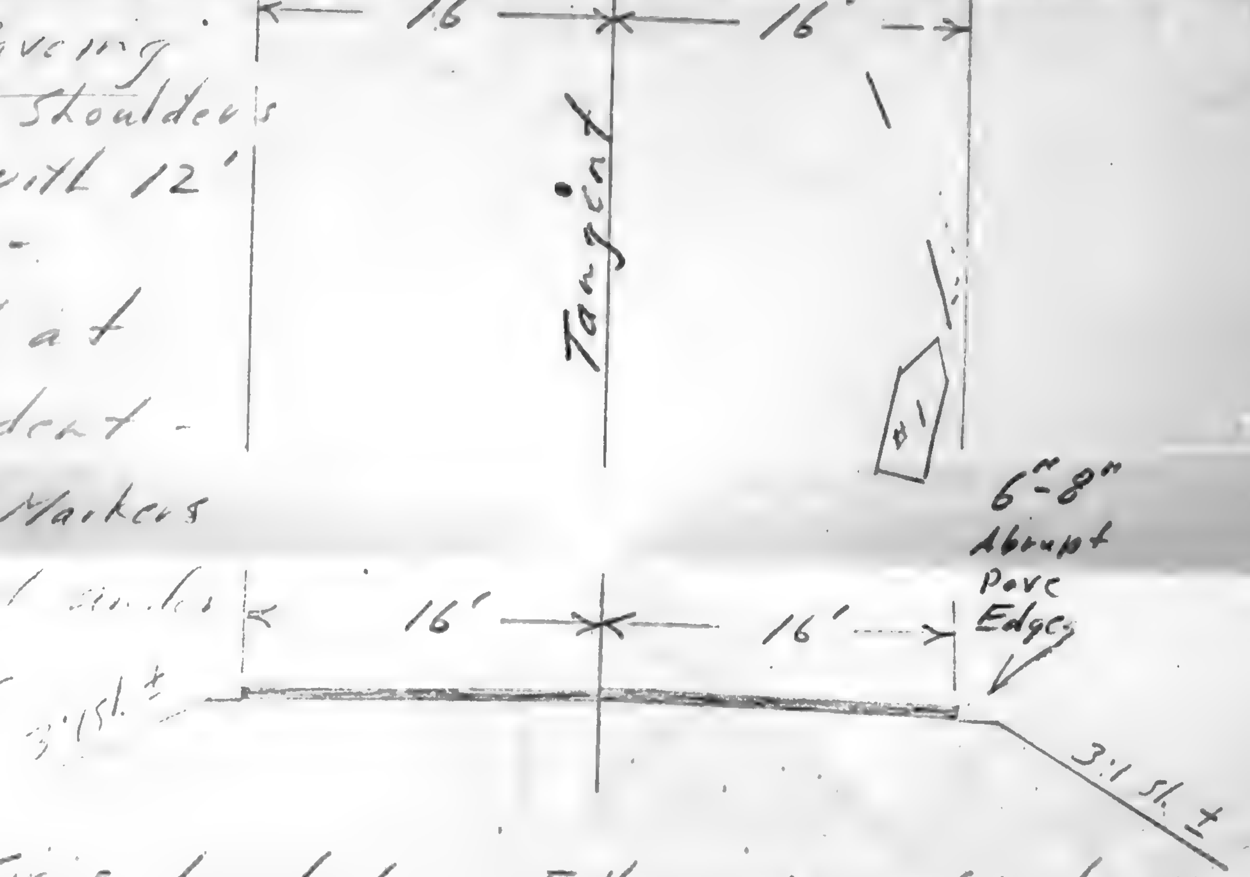
Title District Engineer

5/20/70


R/W Fence
Vehicle Came to Rest
#1
North
℄
M.P. 95.7
To Portland →
168'
Edge of New Pavement
Edge of New Pavement
Skid Line 115'
Tangent
16'
16'
16'
16'
#1
6"-8" Abrupt Pave Edges
3:1 sl. ±
3:1 sl. ±

Note: Road Under Construction - ReSurfacing To include Paveing of 4 foot of Shoulders each side - with 12' Travel Lanes - ℄ Not stiped at time of accident - Had temp. ℄ Markers As per normal under these Conditions

To include Paving
~~of 4 foot of Shoulder~~s
each side - with 12'
travel Lanes -
℄ Not stiped at
time of accident -
Had temp ℄ Markers
As per normal under
these Conditions


16'
16'
Tangent
#1
6"-8"
Abrupt
Pave
Edges
16'
16'
3:1 Sl. ±
3:1 Sl. ±

Construction Signs Located as Follows Preceeding Accident

Abrupt Pave Edge - M.P. 96.40
Construction Speed 40 M.P.H. - M.P. 96.44
Slow Sign - M.P. 96.52
Rd. Construction Ahead - M.P. 96.58

7584 5

FORM E-30-X 12-67

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1973

SUBJECT: Fatal Accident, July 26, 1971
Kathleen Betts Thompson
Simnasho Rd.-Jefferson Co. Line Section
Warm Springs Highway
Contract No. 7584

To: Jack L. Sollis
Assistant Attorney General

FROM: Keasey
C. T. Keasey
Construction Engineer

Attached hereto are two letters, one dated August 10, 1973 from J. C. VanVoorhes, Attorney, and the second a copy of Cecil Head's response dated August 15, 1973.

This correspondence is related to a fatal accident which occurred on July 26, 1971, immediately following completion of a pavement overlay, Contract 7584, on this highway section. A report from J. F. Putnam, Region Engineer, dated July 3, 1973, was forwarded to you previously.

Mr. VanVoorhes is requesting information as to who was responsible for bringing the highway shoulders up to the level of the new pavement. The contract document makes no mention of this work, but the plans show the shoulder excavation and restoration to be done "by others". In this instance, as in most other overlay projects, the "others" is generally considered to be State forces.

Please review this file and respond to Mr. VanVoorhes.

CTK:fw
Enc.
cc: H. S. Coulter
Cecil Head
J. F. Putnam

RECEIVED
AUG 17 1973
Office of
Assistant State Highway Engineer

7584

5

August 15, 1973

Bodie & Minturn
Attorneys at Law
P. O. Box 623
Prineville, Oregon 97754

Attention: J. C. Van Voorhees

Gentlemen:

This is in reply to your recent letter requesting additional information concerning the R. L. Coats Contract No. 7584 for work on the Simnasho Road-Jefferson County Section of the Warm Springs Highway in Wasco County.

I am forwarding your letter to Mr. C. T. Keasey, Construction Engineer, to answer your question concerning the responsibility of bringing the shoulder up to the level of the pavement.

Very truly yours,

G. W. Head, Manager
ADMINISTRATIVE SERVICES

GWH:td
cc C. T. Keasey

Attached is a copy of my August 3 letter to Mr. Van Voorhees.

JAMES F. BODIE
JAMES B. MINTURN
JAMES C. VAN VOORHEES
JAMES F. LARSON

BODIE & MINTURN
ATTORNEYS AT LAW
203 N. MAIN P. O. BOX 623
PRINEVILLE, OREGON
97754

PHONE 447-4146
AREA CODE 503
RODNEY R. GLANTZ
(1938-1971)

August 10, 1973

C. W. Head
Manager of Administrative Services
Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: R. L. Coats, Contract No. 7584, Simnasho Road - Jefferson County Line, Warm Springs Highway, Wasco County

Dear Mr. Head:

Thank you for your letter of August 3, 1973.

What I would particularly like to determine is whether, under the above reference contract, Mr. Coats had the responsibility of bringing the shoulders up to the level of the pavement. Our investigation indicates that this accident was caused by the plaintiff's car wheels dropping off the right side of the black top onto the gravel shoulder. This, according to the report, is approximately an 8 inch drop. You can see why we are interested as to whose responsibility it is to bring the shoulder up to the edge of the black top. I would appreciate hearing your interpretation of the contract in regards to this matter at your earliest possible convenience.

Sincerely,

BODIE & MINTURN

J. C. Van Voorhees

JCVV:le

RECEIVED
AUG 13 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7584

s

August 3, 1973

Bodie and Minturn
Attorneys at Law
P. O. Box 623
Prineville, Oregon 97754

Attention: J. C. Van Voorhees

Gentlemen:

This is in reply to your letter of July 31 concerning the R. L. Coats Contract No. 7584 on the Simnasho Road-Jefferson County Line Section of the Warm Springs Highway in Wasco County.

This contract was completed July 23, 1971, and accepted by the Commission on September 1, 1971. A check with our Construction Section reveals that there are no subcontractors involved in this project.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

CWH:fkm

cc Jack Sollis

JAMES F. BODIE
JAMES E. MINTURN
JAMES C. VAN VOORHEES
JAMES F. LARSON

BODIE & MINTURN
ATTORNEYS AT LAW
203 N. MAIN P. O. BOX 623
PRINEVILLE, OREGON
97754

PHONE 447-4146
AREA CODE 503
RODNEY R. GLANTZ
(1938-1971)

July 31, 1973

Oregon State Highway Division
Salem, OR

Re: Contract No. 7584 Simnasho Road - Jefferson County Line, Warm Springs Highway, Wasco County, Contractor R. L. Coats.

Gentlemen:

Would you please advise the dates upon which this contract was completed and the dates upon which the contract was accepted. I would also appreciate knowing whether there was a contract with another operator on behalf of the Oregon Highway Division to complete the grading and contour the drop off on either side of the highway shoulder.

We were involved in an accident case in which a car went over about a five foot drop off from the side of the paving which was done by our client. It is our client's intention that he was no longer under the contract at the time of the accident nor was he repsponsible for doing the grading to the edge of the pavement.

Sincerely,

BODIE & MINTURN

J. C. Van Voorhees

JCVV:le

Compl= July 23, 1971
Accepted= Sept. 1, 1971

No subs
(EdP)

RECEIVED
AUG 1 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

RECEIVED
SEP 30 1971
FOR FILING

33-1117
7584

September 29, 1971

411

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Labor Compliance
Your File 08-35-EC/420.25

Dear Mr. Simpson:

Your Memorandum of September 2 requested our review of a labor compliance complaint from Tony Shine of Bend, Oregon. The allged violation occurred on our Contract No. 7584, the Simnasho Road-Jefferson County Line Section of the Warm Springs Highway.

This matter has been thoroughly investigated by our Region and Resident Engineers and no basis for a complaint was found. Attached are copies of letters from the Resident and Region Engineers.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

Enc.

bc R. L. Porter
A. E. Johnson
F. D. Morgan

DES:fw ja

FORM [illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
September 22, 1971

SUBJECT: Alleged Labor Compliance Violation
Simnasho Road-Jefferson Co. Line
Contract No. 7584

To: F. D. Morgan
Construction Engineer
Salem

ATTENTION: E. A. Pease

Herewith is a copy of a letter from R. H. Clark concerning the alleged labor compliance violation which was mentioned in your letter of September 10, 1971.

A complete review of the certified payrolls has been made, together with personal interviews with R. L. Coats' employees, and no violations have been found.

Because Coats is non-union, he does not pay travel time as established by the union. However, the wages he pays are in accordance with those published in the contract and appears to be no basis for the complaint.

J. F. Putnam
Regional Engineer

By R C Pool
R. C. Pool
Regional Construction Engineer

RCP:11
enclosure

cc: R. H. Clark

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
SEP 23 1971
CONSTRUCTION
DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

FORM B-30 50M 10-60

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
September 21, 1971

SUBJECT: Simansho Rd. - Jefferson County Line
Contract #7584
Proported Labor Compliance Violation

To: J. F. Putnam
Regional Engineer
Bend

Regarding alleged wage violations on subject Contract, a complete review of certified payrolls has been made, together with personal interviews with Coats' men, no violation has been found.

Coats is non-union, however is paying published rates. Fringe benefits are paid in cash. He does not pay travel time as established by the union.

There was one instance on the subject project where his crusher foreman worked Monday through Saturday at Foreman's wages, and worked Sunday on overtime as Cat Skinner at Cat Skinner rate. This happens quite often with the crew he has, in that one day a man may be a roller operator and the next a screed operator, but as far as not paying the going rates, no infraction has been found.

R. H. Clark

R. H. Clark,
Resident Engineer

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 2, 1971

In reply refer to: 08-35-EC/
420.25

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Labor Compliance

Mr. Kelley, our Labor Compliance Officer, has received a labor compliance complaint from Mr. Tony Shine of Bend, Oregon. This complaint is in regard to a State project, and it is therefore forwarded for your consideration.

This contractor is, however, performing on several other Federal-aid projects. Please review the labor compliance procedures on these projects and furnish us with your findings.

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Pease
Swen
Glenn
Litchfield
Gallagher
Stein

RECEIVED
SEP 10 1971
CONSTRUCTION
DIVISION

RECEIVED
SEP 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

AEJ
2/9

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Room 412 Mohawk Building
222 S. W. Morrison Street
Portland, Oregon 97204

September 1, 1971

IN REPLY REFER TO 08-00.146

Mr. Tony Shine
603 Delaware
Bend, Oregon 97701

Dear Mr. Shine:

This is in reply to your letter dated August 19, 1971 regarding the wage rates paid by R. L. Coats, contractor on his Warm Springs Highway 26 Project.

That project is funded soley by the State of Oregon and does not involve any Federal funds. Therefore, the Federal Highway Administration has no authority to enforce Federal labor laws on that project.

However, the contractor is presently performing on several other projects that do involve Federal funds and a review of the contractor's labor compliance on those projects will be made.

Your letter of complaint has been forwarded to the State Highway Labor Compliance Officer for his information.

Very truly yours,

FRED G. KELLEY
Regional Labor Compliance Officer

August 19, 1971

Mr. Fred Kelly
222 S.W. Morrison St.
Portland, OR

Dear Sir:

I would like to bring something to your attention. I have reason to beleive that R. L. Coats never paid the prevailing wage rates to the Hot-plant and Rock Crusher, which crushed and mixes the asphalt for the Highway 26 Warm Springs Project. He paved 12 to 14 miles of highway there just recently.

I would certainly appreciate having you check the books of this Comapny to see if he is paying the highway scale, under the predetermined wage rates.

Sincerely yours,

Tony Shinn
603 Delaware
Bend, OR 97701

3823103
8-382-6922

RECEIVED
SEP 8 - 1971
FOR FILING

33-1117

7584

September 8, 1971

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On September 2, 1971, we wrote to you concerning release of final payment on Contract No. 7584 awarded to R. L. Coats for paving on the Simnasho Road-Jefferson County Line Section of the Warm Springs Highway in Wasco County.

Final payment on this contract is $17,915.86 and the total contract amount is $345,406.68 including $3,604.62 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
J. F. Putnam

RECEIVED
SEP 2 - 1971

33-1117
7584

September 1, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed July 23, 1971 on Contract No. 7584. The contract was with R. L. Coats and was for paving on the Simnasho Road-Jefferson County Line Section of the Warm Springs Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 1, 1971 and that you concur in this procedure at the Commission meeting on September 8, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

VG:fw

33-1117
7584

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Simnasho Road - Jefferson County Line
WEEK ENDING: August 14, 1971
SECTION PREFIX: 33-1117
HIGHWAY: Warm Springs
COUNTY: Wasco
NAME OF JOB: Simnasho Road - Jefferson County Line
KIND OF WORK: Paving
CONTRACTOR: R. L. Coats
CONTRACT NUMBER: 7584
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 1, 1971
DATE WORK STARTED: June 14, 1971
ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN:
SUPERVISION:
SPECIFIED WORK DAYS
WORK DAYS USED
SPECIFIED CALENDAR DAYS 120
CALENDAR DAYS USED 29
SPECIFIED COMPLETION DATE
PERCENT OF TIME ELAPSED 24
PROJECT AUTHORIZATION: $ 404,457.25
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 372,385.75
ENGINEERING AUTHORIZATION $ 32,071.50
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 365,033.32
ENGINEERING COST TO DATE $ 15,162.00
This week 462.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 94
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.9 %
PERCENT OF AUTHORIZATION 46 %
DATE PROJECT WAS COMPLETED: July 23, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					11.8
MILES PARTIALLY COMPLETED					
MILES COMPLETED					11.8
TOTAL ESTIMATED QUANTITIES (CONTRACT)					41,500
TOTAL QUANTITIES CORRECTED TO DATE					41,738
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					41,738
AVERAGE DAILY QUANTITIES					1,439
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					Complete
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

3

1971

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal estimate submitted to Region Office on 8/13/71.

*** FINAL REPORT ***

SIGNED R. H. Clark LOCATION Bend
R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUN 29 1971
FOR FILING

33-1117
7584

June 29, 1971

R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7584 for paving
> on the Simnasho Road-Jefferson
> County Line Section of the Warm
> Springs Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
I. D. Merchant
J. F. Putnam
R. N. Clark

RECEIVED
JUN 14 1971

~~FOR FILING~~
33-1117
7544

June 14, 1971

E. L. Coats
1370 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

Enclosed are three copies of Contract No. 7544 for $353,350 awarded to you by the State Highway Commission on June 1, 1971, for paving on the Simnasho Road-Jefferson County Line Section of the Warm Springs Highway in Wasco County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 25, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Inclosures

bc F. D. Morgan
I. D. Merchant
J. F. Putnam
R. H. Clark

306-1723 Powers (Spruce St.) Section 1971
(Grading & paving)
#7586

CYA 4149. - 2-11-71

RECEIVED
NOV 8 - 1971
FOR FILING

306-1723
7586

November 8, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On November 5, 1971, we wrote to you concerning release of final payment on Contract No. 7586 awarded to G. W. Woodward Co., Inc., for work on Spruce Street in the City of Powers in Coos County.

Final payment on this contract is $1,410.17 and the total contract amount is $18,597.16, including $203.97 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc G. W. Woodward Co., Inc.
P. O. Box 638
Coquille, Oregon 97423

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
C. T. Kenney

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: COOS

CONTRACT NO. 7586

ES

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.

SECTION: POWERS /SPRUCE ST/

NO.	ITEMS	UNITS	UNIT PRICE	QUANT
002	9N TRENCH EXCAVATION	CU YDS	3.5000	
006	9N 24-INCH CULVERT PIPE	LIN FT	8.2500	
007	9N 12-INCH SEWER PIPE	LIN FT	8.0000	
008	9N CONCRETE INLETS TYPE G-1	ONLY	250.0000	
009	9N CONCRETE DRIVEWAYS	SQ YDS	5.2500	
010	9N CONCRETE CURBS	LIN FT	3.1000	
	PRICE AGREEMENT ITEMS			
30102	9N GEN EXC	LUMP SUM	1750.0000	
30103	9N AGGR SUBBASE	CU YD	3.5000	
30104	9N 3/4IN-0 AGGR BASE	CU YD	5.5000	
30201	9N CLASS C A C 3IN THICK BI 5	SQ YDS	3.4600	
	FORCE ACCOUNT ITEMS			
801	9N INST DRAIN CULV			

11-3-71

TOTAL CONTRA

DATE: 11 03 71 PG. 01 7586

- -% RETAINED ON CONTRA

PREVIOUS VOUCHER NO: 7702

FORCE A

CHECKED BY: CP/js

TOTAL P

ENGINEER OR AUDITOR: B D Johnson

CONTRACT NO. 7586	ESTIMATE NO. 3 Final	PREFIX NO'S. 306 1723 201(41) 207.91 Dr. 306 1723 204(41) 1,202.26 Dr.
FEDERAL AID PROJECT NO.		

UCE ST/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
CU YDS	3.5000	147.060	514.71	514.71	
LIN FT	8.2500	94.000	775.50	775.50	
LIN FT	8.0000	229.000	1832.00	1832.00	
ONLY	250.0000	2.000	500.00	500.00	
SQ YDS	5.2500	71.420	374.96	371.02	3.94
LIN FT	3.1000	660.200	2046.62	2046.62	
LUMP SUM	1750.0000	100.000	1750.00	1750.00	
CU YD	3.5000	699.000	2446.50	2446.50	
CU YD	5.5000	200.000	1100.00	1100.00	
SQ YDS	3.4600	2,038.410	7052.90	7052.90	
			203.97		203.97
TOTAL CONTRACT ITEMS			18393.19	18389.25	3.94
- -% RETAINED ON CONTRACT ITEMS				1,202.26	1,202.26
FORCE ACCOUNT			203.97		203.97
TOTAL PAYMENTS			18,597.16	17,186.99	1,410.17

Date December 9, 1971

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1971

Contract # 7586 Prefix 306-1723 Survey Prefix 306-1479

Street Spruce Street

City Powers

Payments to Contractor (see attached voucher)	$ 18,597.16
10.5% Engineering and Contingencies	1,946.22
9.2% Survey: Total $ 1,882.97 Prorated Share	---
TOTAL	$ 20,543.38
Agreed State Share	18,121.80
** Agreed City Share	2,421.58
City Advance Deposit	2,700.00
REFUND DUE CITY.....	$ 278.42

**Concrete curbs $2,046.62; Concrete driveways $374.96

Reference: Outside Billing cc-1285

OHN:mm

RU

(71)

OREGON STATE HIGHWAY DEPARTMENT

11/03/71

PROGRESS E

SECTION POWERS /SPRUCE ST/ [illegible]

HIGHWAY CITY STREET

TYPE WORK GRADING AND PAVING

COUNTY [illegible]OS

AWARD

SPECIFIED COMPLETION A) 60 CWD

B)

C)

EXTEN

CONTRACTOR G W WOODWARD CO INC
COQUILLE

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTI QUANTITY	AMO
001	BORROW EXCAVATION PA 1	LUMP SUM	20700000	100000	207000		
002	TRENCH EXCAVATION	CU YDS	35000	90000	31500	147060	
003	LIME TREATED SUBGRADE PA 1	SQ YDS	15000	2450000	367500		
004	LIME FOR TREATED SUBGRADE PA 1	TONS	629200	55000	346060		
005	MOD CLASS C A C 3IN THICK PA 2	SQ YDS	34600	2450000	847700		
006	24-INCH CULVERT PIPE	LIN FT	82500	100000	82500	94000	
007	12-INCH SEWER PIPE	LIN FT	80000	260000	208000	229000	
008	CONCRETE INLETS TYPE G-1	ONLY	2500000	2000	50000	2000	
009	CONCRETE DRIVEWAYS	SQ YDS	52500	90000	47250	71420	
010	CONCRETE CURBS	LIN FT	31000	700000	217000	660200	
	TOTALS FOR ORIG. CONTRACT				2404510		
	PRICE AGREEMENTS						
30101	DOC DELETE BI 1 3 & 4						

11/03/71 **PROGRESS ESTIMATE AND COST REPORT** PAGE NO. 01 FO

DS AWARDED 06 04 71 F.A.P. CONTRACT NO. 7586 WORK DONE TO:

A) 60 CWD

COMPLETION B) EXTENSION APPROVED PREFIX 306 1723

C) A) 51 CWD ESTIMATED DATE

TOR G H WOODWARD CO INC USED B) ESTIMATE NO. 003 OF COMPLETION:

COQUILLE C) FINAL

UTHORIZATION		CORRECTED ESTIMATE		PERFORMED TO DATE 08/10/71		TO COMPLETE 08/10/71		GROUP P OR N	NEW TOTA
	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY
00	207000							9N	
	31500	147060	51471	147060	51471			9N	
00	367500							9N	
0	346060							9N	
00	847700							9N	
00	82500	94000	77550	94000	77550			9N	
0	208000	229000	183200	229000	183200			9N	
00	50000	2000	50000	2000	50000			9N	
00	47250	71420	37496	71420	37496			9N	
00	217000	660200	204662	660200	204662			9N	
	2404510		604379		604379				
								9N	

OREGON STATE HIGHWAY DEPARTMENT 11/03/71 **PROGRESS ESTIMATE**

SECTION POWERS /SPRUCE ST/

HIGHWAY CITY STREET

TYPE WORK GRADING AND PAVING

COUNTY [illegible]S

SPECIFIED COMPLETION A) 60 CWD B) C)

CONTRACTOR G W WOODWARD CO INC COQUILLE

AWARDED 06

EXTENSION

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
30102	GEN EXC	LUMP SUM	17500000			10000	175000
30103	AGGR SUBBASE	CU YD	35000			699000	244650
30104	3/4 IN-0 AGGR BASE	CU YD	55000			200000	110000
30201	CLASS C A C 3IN THICK BI 5	SQ YDS	34600			2038410	705290
	FORCE ACCOUNTS						
801	INST DRAIN CULV						20397
	* TOTAL PAY COSTS				2404510		1859716
98999	CONTINGENCIES				108202		
99999	ENGINEERING				240451		210284
	GRAND TOTALS				2753163		2070000

------ RESIDENT ENGINEER ------ DATE

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

FORM E-498 (REV. 5

A) 60 CWD
N B)
C)
W WOODWARD CO INC
QUILLE

AWARDED 06 04 71 F.A.P.
EXTENSION

APPROVED
USED A) 51 CWD
B)
C)

CONTRACT NO. 7586
PREFIX 306 1723
ESTIMATE NO. 003
FINAL

WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

ATION	CORRECTED ESTIMATE		PERFORMED TO DATE 08/10/71		TO COMPLETE 08/10/71		GROUP P OR N	NEW TOTAL TO DATE	
UNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUN
	100000	175000	100000	175000			9N		
	699000	244650	699000	244650			9N		
	200000	110000	200000	110000			9N		
	2038410	705290	2038410	705290			9N		
		20397		20397			9N		
04510		1859716		1859716					
08202									
240451		210284		194622		15662			
753163		2070000		2054338		15662			

DATE

DIVISION ENGINEER

NOV 4 - 71

306-1723
7586

November 3, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed August 10, 1971 on Contract No. 7586. The contract was with G. W. Woodward Co., Inc. and was for grading and paving on the Powers (Spruce St.) Section in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 3, and that you concur in this procedure at the Commission meeting on November 30, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:alc

cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Cox
Regional Engineer C. T. Keasey

306-1723
7586

FORM E-1 (REV 10-69)
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Powers (Spruce Street)
WEEK ENDING: September 24, 1971
SECTION PREFIX: 306-1723
HIGHWAY: City Street
COUNTY: Coos
KIND OF WORK: Grading and Paving
NAME OF JOB: Powers (Spruce Street)
CONTRACT NUMBER: 7586
FEDERAL AID PROJECT NUMBER: State
CONTRACTOR: G. W. Woodward Company, Inc.
ESTIMATED COMPLETION DATE:
DATE OF CONTRACT: June 4, 1971
DATE WORK STARTED: June 28, 1971
SPECIFIED WORK DAYS:
WORK DAYS USED:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED CALENDAR DAYS: 60
CALENDAR DAYS USED: 51
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 85
PROJECT AUTHORIZATION: $ 27,531.63
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 25,127.12
ENGINEERING AUTHORIZATION: $ 2,404.51
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 19,471.27
ENGINEERING COST TO DATE: $ 1,942.89
DATE PROJECT WAS COMPLETED: August 10, 1971
ESTIMATED PERCENT: ~~XXXXXX~~ UNDERRUN 22.5%
PERCENT OF AUTHORIZATION: 81 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
None	100	100	100	100	None		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.07	0.07			0.07
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.07	0.07			0.07
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100 %	920 cy			2,450 Sq.Yd.
TOTAL QUANTITIES CORRECTED TO DATE	100 %	899 cy			2,038 Sq.Yd.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	899 cy			2,038 Sq.Yd.
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Fair	0		
TUESDAY	Fair	0		
WEDNESDAY	Fair	0		
THURSDAY	Fair	0		
FRIDAY	Fair	0		
SATURDAY				

Routing
Johnsen

RECEIVED
SEP 27 1971
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work
MONDAY	No Work
TUESDAY	No Work
WEDNESDAY	No Work
THURSDAY	No Work
FRIDAY	No Work
SATURDAY	No Work

REMARKS

Project was completed on August 10, 1971.

Semi-final estimate will be submitted to the Region Office first part of next week.

FINAL REPORT

SIGNED Bobby D. Johnson LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP·F216

yellow

RECEIVED
JUN 22 1971
FOR FILING

326-1723
7526

June [illegible], 1971

G. [illegible] Woodward Company, Inc.
P. O. Box [illegible]
Coquille, Oregon 97423

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7526 for work on Spruce Street in the City of Powers in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc United Pacific Insurance Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
C. T. Keasey
Bobby Johnson

RECEIVED
JUN 4 - 1971
FOR FILING

306-1723
7586

June 4, 1971

G. W. Woodward Co., Inc.
P. O. Box 458
Coquille, Oregon 97423

Gentlemen:

The State Highway Commission on June 1 accepted your proposal for work on Spruce Street in Powers in Coos County for the sum of $24,045.10 and referred it to the State Highway Engineer with authority to award the contract as soon as the City of Powers approves the project and deposits $2,700.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7586.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle and Portland

Frank Morgan
Ivan Merchant
C. T. Keasey
Bobby R. Johnson
Wm. Geibel - SAIF

☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

June 4, 1971

Mrs. Lillian Ross
City Recorder
P.O. Box 250
Powers, Oregon   97466

Dear Mrs. [redacted]:

This is to acknowledge receipt of the City's check in the amount of $2,700 as payment on the Special City Allotment project on Spruce Street.

This project is now ready for award of contract.

Your cooperation in this matter is appreciated, and if there are any questions, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm

bc: L. H. Young
F. D. Morgan
V. E. Skoog, att'n John Herr

Check No. 4571
Received by C. C. Haveland
6/4/71

CITY OF POWERS
P. O. BOX 250
POWERS, OREGON 97466

June 3, 1971

RECEIVED
COUNTY & CITY SECTION
JUN [illegible] - 1971
☐ ENGR. ☑ COOR. ☐ SE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sirs:

Please find Cities share of the cost of the street project on the specail City Allotment on Spruce Street in the amount of $2700.00.

Yours truly
Lillian Ross
Lillian Ross
City REcorder
P.O. Box 250
Powers, Oregon
97466

☑ ENGR. ☑ COOR. ☐ CP ☐ PE ☐ UE
☑ PPE ☐ CE ☐ SE ☐ RPE ☐

May 28, 1971

Mrs. Lillian Ross
City Recorder
City Hall
Powers, Oregon 97466

Dear Mrs. Ross:

On May 20, 1971, the State Highway Commission opened bids on the 1971 Special City Allotment project on Spruce Street. The apparent low bid was submitted by G. W. Woodward Co., Inc., in Coquille.

The anticipated cost based on the low bid is as follows:

Contractor's bid		$24,045.10
Anticipated additional items		—
	Subtotal	$24,045.10
Engineering & contingencies		3,486.54
	SubTotal	$27,531.64
City share of preliminary engineering, approx.		165.00
	Total	$27,696.64 (say $27,700)

As the contract cannot be awarded until the City has deposited its estimated share of cost, please forward, at your earliest convenience, a check to this office in the amount of $2,700 made payable to the Oregon State Highway Commission.

Pay't Recd 6/7/71

I want to call your attention to the fact that the bid overran the engineer's estimate 17%, in case the City will want to take other action in the matter.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

Oscar
6-1-71
A call from Bobby Johnson & he is going to tell Mrs Ross that you will call & explain deposit request. She is concerned about Preliminary Engr & Curbs?

OHN:mm ~~K1050~~ Si

bc: L. H. Young
F. D. Morgan
V. E. Skoog, att'n John Herr
C. T. Kersey

Curbs 2170

I Phoned Mrs Ross — Re: Curbs — She said check would be in the mail tomorrow — E (6-3-71)

S.C.A. Investigation Data

City of Powers Date 4/20/71 Div.___
Population: 19__ ______ 19__ ______
Street Spruce St. from 1st to 2nd St

No. previous projects ____
Last project ______ (year)
Total SCA funds $________
Funds/capita $________
Average/capita $________

EXISTING

Surface now in place: A.C. ____ Oil____ Gravel____ Concrete________
Surface width: ________ feet, Shoulder-shoulder width: ________ feet
C-C width: ________ feet, R/W width: ________ feet
Remarks: ________

PROPOSED

Surfacing: A.C. _____ Oil _____ Other 1½" AC (Future by others)
Pave. width: ____ feet, Shoulder width ____ feet, C-C width: 62 feet
BASE DESIGN: A.C. _____ inches, Leveling _____ inches, Base 3" inches
Lime T.S.G. 10 inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.067 mile, 353 feet. Type curb: "A" Type would fit on LTSG best
Remarks: 10" LTSG, 3" Specification Agg, 3" A.C.

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	—
General excavation Chg. to LTSG	c.y.			—
Concrete sidewalks	sq. yd.			—
Trench excavation included in Cost of Pipe	c.y.			—
Watering	M-gal.	7	10.00	70
Level material (3/4-0)	c.y.	—		—
3" Base material (1½-0 Spec. Agg.)	c.y.	229	7.00	1603
3" Asphalt	ton	347	16.00	5552
Binder To remote for this application	all	all	L.S.	~~350~~
Concrete inlets G-1	each	2	200	400
Culvert pipe 12-inch	lin. ft.	260	8.50	2210
Concrete curbs "A" Type	c.y.	39	80.00	3120
10" Lime Treated Subgrade	Sq Yd	2040	1.48	3019
24-inch Culvert Pipe	Lin. Ft.	100	13.20	1320
Asphalt Street Connections	Each	2	150	300
Conc. Driveways	Sq Yd	55	10.00	550

*Items include 10% allowance

Extra Pipe under Port 25' @ 6 = 150
Adj Manhole 1 @ 125.00

Total $ 150
125
19269
Perm. signing ($100/intersection) 100
Flagging 100
Total $ 19469
Engineering & contingencies (20%) 3894
Total $ 25,363
City's estimated share of survey ________
TOTAL ESTIMATED COST $________

(use "A" Type curb on top of CTSG)

Say 24,000

S.C.A. Investigation Data

City of Powers Date 4/20/71 Div.___
Population: 19___ ______ 19___ ______
Street ____________________

No. previous projects ____
Last project ______ (year)
Total SCA funds $______
Funds/capita $______
Average/capita $______

EXISTING
Surface now in place: A.C. ___ Oil___ Gravel X Concrete______
Surface width: ______ feet, Shoulder-shoulder width: ______ feet
C-C width: ______ feet, R/W width: ______ feet
Remarks: ____________________

PROPOSED
Surfacing: A.C. X Oil ____ Other 1½" A C (future by others)
Shoulder width ____ feet, C-C width: 52 feet
Pave. width: ____ feet, Leveling ___ inches, Base 6 inches
BASE DESIGN: A.C. 3 inches, Blanket ___ inches, P.M.B.B. ___ inches
Lime T.S.G. 6 inches
Length: ____ mile, 353 feet. Type curb: "C" Type Curb
Remarks: 6" Lime treated Subgrade, 6" Agg base (specification)
3" A.C.

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff.	all	all	$ L.S.	$ 500
($500-$1,000)	all	all	L.S.	—
Clearing & grubbing	c.y. (as per field Est.)			2200
General excavation Lump Sum	sq. yd.			
Concrete sidewalks	c.y.			
Trench excavation Included in Cost of Pipe	M-gal.	30	5^{00}	150
Watering	c.y.	—	—	—
Level material (3/4-0)	c.y.	486	7^{00}	3402
Base material 6" (1-0") Spec. Agg	ton	368	16^{00}	5888
3" Asphalt	all	all	L.S.	1816
~~Binder~~ 6" LTS 2040 sq yds @ 0.89	each	2	200^{00}	400
Concrete inlets G-1	lin. ft.	260	8^{50}	2210
Culvert pipe 12-inch Sew. Pipe	c.y.	22	115^{00}	2530
high? — Concrete curbs "C" Type	Lin Ft.	100	13^{20}	1320
24-inch Culvert Pipe	each	2	150^{00}	300
Asphalt Street Connections	Sq Yd	55	10^{00}	550
Concrete Driveways	Lin. Ft.	25	6^{00}	150
Extra for Pipe Under Pav't				125

*Items include 10% allowance

Adj. MH. 1@125 = 125

Total	$ 21,541
Perm. signing ($100/intersection)	100
Flagging	100
Total	$ 21,741
Engineering & contingencies (20%)	4,348
Total	$ 26,089
City's estimated share of survey	104
TOTAL ESTIMATED COST	$ 26,193

$2500 \times \frac{1089}{26089} = 104$

Say 27,000

Spruce Street
City of Powers
Coos County

Unit prices for this area were obtained from C. E. Layton, Cost Estimator, and are listed below:

Class B Asphaltic Concrete	$16.00	per ton
Class B Asphaltic Concrete (Full Depth)	$15.00	per ton
1.0"-0 Aggregate Base (Non-Spec)	$ 5.00	per cu yd
1.0"-0 Aggregate Base (Spec)	$ 7.00	per cu yd
Cement Treated Base (Non-Spec) (1.0"-0)	$ 7.20	per ton
12" Lime Treated Subgrade	$ 1.78	per sq yd

Five sections of comparable strength were considered in the following per square yard cost comparison:

3.0" A.C.
10.5" A.B. (1.0"-0)
(Non-Spec)

$4.62 — $9,425

3.0" A.C.
10.5" A.B. (1.0"-0)
(Specification)

$5.37 = $10,955

8.0"A.C.

$6.81 — $13,892

3.0" A.C.
7.0" C.T.B. (1.0"-0)
(Non-Spec)

$5.52 — $11,260

3.0" A.C.
12.0" L.T.S.

$4.50 $9,180

The Asphaltic Concrete would be a Modified Class "C" Mix, such as used on 5th Street, City of Coquille, in 1970.

2040 sq yds

4/20/71

Spec Agg $\$7.00$ / CY × 1.43 = $\$10.01$ Compacted

Non Spec Agg $\$5.00$ / CY × 1.43 = $\$7\underline{15}$ "

Class "B" A.C. $\$16^{\underline{00}}$ / ton

Class "B" A.C. (Full Depth) $\$15^{\underline{00}}$ / ton

C.T.B. $(\overset{1^{20}}{\text{Non-Spec.}})$ $\$7^{\underline{20}}$ / ton

L.T. Subgrade $\$1^{\underline{78}}$ / yd²

---

353 length
52' Wide
2040 Sq Yd

3" × 0.00611 × 353 × 52 = 336 Tons A.C.
34 +10%
370 Tons

104.3 × 3.53 = 368 Tons Check × $16^{\underline{00}}$ $\$5888.$

(Non Spec) 10.5" 0.41705 × 2040 yds = 851 C.Y. Agg × $5^{\underline{00}}$ = $\$4255$

Gen'l. Exc $\frac{353 \times 53 \times 1.125 \times 1.1}{27}$ = 858 C.Y. = $\underline{\$2831^{00}}$ $\underline{\$2831.}$

12,974

669 CY Excess = $\$3^{\underline{30}}$ / C.Y.

1.94 diff

$\frac{12,974}{2040} = \underline{\$6.36}$ / yd²

10.5" Spec. Agg 851 CY × $7^{\underline{00}}$ = $\$5957$ 5957

3" "B" Mix AC 368 Tons @ $\$16^{\underline{00}}$ = 5888

Gen'l. Exc. 858 × $3^{\underline{30}}$ = $\underline{2831.}$

$\$14,676$

$\frac{\$14676}{2040} = \underline{\$7.19}$ / yd²

8" A.C (Full Depth)   3.53 × 2782 = 982 Tons @ $\$15^{\underline{00}}$ = $\$14,730$

$\frac{353 \times 53 \times 0.67 \times 1.1}{27}$ = 511 CY @ $3^{\underline{30}}$ = $\underline{1686}$

$\$16,416$

Full Depth A.C. $\frac{16,416}{2040} = \$\underline{8.05} / yd^2$

1.24 d.A

---

353 × 104.3 = 368 Tons AC @ $16^{\underline{00}}$ 5888

3" A.C.
7.0" CTB (1.0"-0)
(Non-Spec)

7" Base = 2040 × 0.4064 = 829 Tons Agg

7% Cement $\underline{58}$ Tons

887 Tons $\$7^{\underline{20}}$ = $\$6386$

Gen'l. Exc. $\frac{0.83 \times 353 \times 53 \times 1.1}{27}$ = 633 CY @ $3^{\underline{30}}$ = $\underline{2088}$

$\$14,362$

$\frac{14,362}{2040} = \$\underline{7.04} / yd.$

1.52 d.A

---

353 × 104.3 = 368 AC @ $16^{\underline{00}}$ =   5888

3.0 AC
12" LTS

2040 × 1.78   =   3631

7" Gen'l. Exc. $\frac{0.58 \times 353 \times 53 \times 1.1}{27}$ =   442 CY @ $3^{\underline{30}}$ = $\underline{1459}$

$\$10,978$

$\frac{10,978}{2040} = \$\underline{5.38} / yd^2$

0.88 d.A

1.5 Future

3" A.C. 6" $104.3 \times 3.53 = 368$ Tons @ $\$16^{00} = \$5888$

6" Spec. Agg 6" ~~3½~~"

6" L.T.S. 5" $\frac{1.78}{2} = 0.89$ $0.89 \times 2040 = \$1816$

$\frac{0.5 \times 353 \times 52 \times 1.43}{27} = 486$ CY @ $7^{00} = \$3402$

$669 - 402 = 267$ CY excess $\times 3^{30}$ 881

$\$11,987$

$\frac{11,987}{2040} = \$5.88 / yd^2$

7" $\frac{53 \times 353 \times 0.58 \times \cancel{1.x}}{27} = 402$ C.Y. Soil to make 6" LT.B.

1½" AC (Future) 3" ECR

3" A.C. 6" " $98.3 \times 3.53 = 347$ Tons @ 16^{00} $\$5552$

3" Spec. Agg 3 $\frac{.25 \times 353 \times 49 \times 1.43}{27} = 229$ CY @ 7^{00} 1603

10" L.T.S.G. = 8" ECR $\frac{1.78}{12} \times 10 \times 2040$ yds² 3026

(one lift)

6" Gen'l Exc. $\frac{0.5 \times 353 \times 53}{27} = 346$ CY $\times 3^{30}$ 1142

11,323

Extra for Type "A" Curbs 590

11,913

$\frac{11,913}{2040} = 5.84$ / Sq Yd

"A" Type Curb $720 \times 0054 = 39$ C.Y. @ $\$80^{00}$/C.Y. $\$3120$

2040 Sq Yds @ $\underset{27.21}{\overset{0.21}{0.75}} = 1530$

$0.065 \times 572 = 37$ Tons Lime @ $40^{00} = 1480$

$\$3010$

$\frac{0.065 \times 228,799}{27} = 551$ C.Y. $\times 1.20 = 661$ C.Y.

ECB

Gen'l Exc (Part of Excess) — $268 \times 3^{\underline{30}}$ = "884 }

Watering 486 × 0.0275 — 14 M-Gals @ $5^{\underline{00}}$ — 70 } 6" = 4356

Spec. Agg. 6" lift 1-0 — 486 @ $7^{\underline{00}}$ — 3402 }

LTSE 6" — 1816 = 4.8"

6172 = 10.8"

3" A.C. — "5888

-- From Joe Fields with C. Gregg.

4-16-71

Discussed this with Parker. They would just as soon use the Non-Spec. material, natural. I pointed out that 3 of the tests has heights of 8.5, 8.5, and 6.6, and that I didn't believe after all the ~~[illegible]~~ trouble we have had with this type material that we should use it again, even on City Streets. We would be better off not participating!!!! More discussion with H. S. Cox is indicated.

CITY OF POWERS
P. O. BOX 250
POWERS, OREGON 97466

April 6, 1971

Oregon State Highway Division
Highwy Bld.
Salem, Oregon 97466

Dear Mr Norberg:

The City Council at its regular meeting last night ,stated that they would definately close the Street for traffic during construction of Spruce Street here in Powers. The State will have to furnish ✓ the baracades as the City does not have any.

Yours truly
Lillian Ross
Lillian Ross
City Recorder
Powers, Oregon

97466

RECEIVED
COUNTY & CITY SECTION
APR - 6 1971
☑ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☑ [illegible]
☑ [illegible] ☑ [illegible] ☐ [illegible] ☐ [illegible] ☐

Copy to C.G. Swensen for info.
" " Duane Christensen " "

RECEIVED
COUNTY & CITY SECTION
☒ MGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

March 30, 1971

Mrs. Lillian Ross
City Recorder
City Hall
Powers, Oregon 97466

Dear Mrs. Ross:

This is a request to close Spruce Street between First Street and Second Street except for local traffic during the construction of Spruce Street.

The contractor's bid should be less with a provision for street closure.

The project is presently scheduled for the May 27, 1971 bid opening, so an early consideration of this matter by the City would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm

Copy to Duane Christensen for info 4-2-71

RECEIVED
APR 9 - 1971

316-173
7586

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 1

Section:	Spruce Street	Res. Engr.	B.D. Johnson
Highway:	City of Powers	Approx. Length	0.07
County:	Coos	Sta.	1st Ave. to Sta. 2nd Ave.
Prefix:	306-1479	Date	3-30-71
Mean Truck A.D.T.	55	Annual Precipitation	64"±
Traffic Coefficient	6.5	Frost Penetration	- - - - - - - -
18 kip s. a. per day	8.3	CBE Total Requirement	19.5"

(1)

Typical Soil

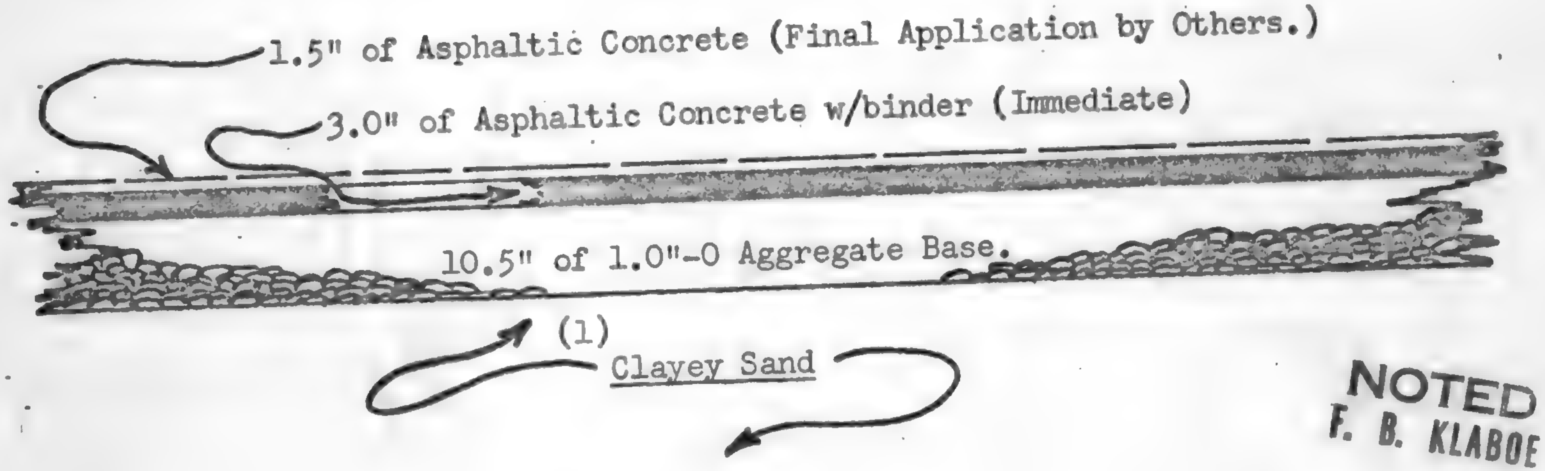
46	LL
15	PI
91	%P 10
62	%P 200
12	% Gravel
6	% C Sand
20	% F Sand
34	% Silt
28	% Clay
16	R Value
A-7-5	AASHO Classif.

Materials Source:

Commercial Sources are available.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
6.0	3.0	A.C. (I)
10.5	10.5	1.0"-0 A.B.
19.5	15.0	

STRUCTURAL SECTION


1.5" of Asphaltic Concrete (Final Application by Others.)
3.0" of Asphaltic Concrete w/binder (Immediate)
10.5" of 1.0"-0 Aggregate Base.
(1)
Clayey Sand

NOTED
F. B. KLABOE

See remarks on Page 2.

Submitted by E. J. Gregg
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by W. H.
Ass't Program and Planning Engineer

Approved by
Asst. State Highway Engineer

[illegible]
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: Spruce Street
HIGHWAY: City of Powers
COUNTY: Coos

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Aggregate Base	1.0"-0 Aggregate Base	"CBE" Total Requirement	Actual Thickness

NONE

Remarks:
1.0"-0 Aggregate Base has been recommended as the purchasing and placing of a one size course is more economical. The strength equivalency of 1.0" base is equal to 0.75" or 1.5" material.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0 " Crushed Base
1.0" Plant Mix Bituminous Base = 1.8 " Crushed Base
1.0" Cement Treated Base = 1.8 " Crushed Base
1.0" Oil Mat = 1.1 " Crushed Base
1.0" Stone Subbase = 0.8 " Crushed Base
1.0" Lime Treated Subgrade = 0.8 " Crushed Base

Above factors apply to materials that comply with Standard Specifications, [illegible] and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Spruce Street

HIGHWAY: City of Powers

COUNTY: Coos

400 Present ADT (1971)

10 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	25	1.7	43	34	450	15,300
3	15	1.7	26	21	1000	21,000
4	0	---	--	---	1250	------
5	0	---	---	--	3180	------
6	0	---	---	--	2570	------
				55	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL	36,300
TWENTY YEAR EWL	726,000
TRAFFIC COEFFICIENT	6.5

SECTION: Spruce Street
HIGHWAY: City of Powers
COUNTY: Coos

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good x Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made. See Item 10

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration for this project
10. Stimulation of Competition: Traffic does not warrant the use of C.R.P.C.C.
11. Construction Consideration: Not a consideration for this project
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete
13. Traffic Safety: Not a consideration for this project
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

Selection of the section recommended on Page 1 is based on economic considerations. See Items 6 and 12.

RECEIVED
COUNTY & CITY SECTION

☑ GR. ☑ COOR. ☐ CE ☐ AE ☐
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

SALEM, OREGON
March 28, 1971

1971 Special City Allotment Project
Spruce Street
City of Powers

Mr. Frank Hall
Design Engineer
BUILDING

Attn: Mr. P. L. Carstensen

Herewith is the survey data submitted from the field for the subject section.

The drainage, concrete walk, and the driveway apron to the service station should be reviewed. The justification for reducing the street width does not seem sound, but it appears to be the wish of the City.

If there are any questions let me know. I can contact the Resident Engineer or City if necessary.

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer
County and City Section

OHN:ljt

Att.

NARRATIVE REPORT

POWERS (SPRUCE STREET)

CITY OF POWERS

COOS COUNTY

3-11-71

This project is to grade and pave a fifty two (52) foot wide curbed street section on Spruce Street between First Avenue and Second Avenue, all within the City of Powers. The total length of the project is 0.07 of a mile. This survey is tied to a 1964 survey made for two blocks of Second Avenue between Spruce Street and Poplar Street. The coordinates are assumed. The survey follows approximately the same line and grade as the existing street. The westerly end of the project is at Sta. 1+27, which intersects Spruce Street with First Avenue. The easterly end of the project is at Sta. 4+80, which intersects Spruce Street with Second Avenue. The project can be constructed within the existing eighty (80) foot right of way. No new right of way will be required.

The adjustment of utilities will be required. This will entail the relocation of one combination power and telephone pole and the adjustment of one water valve.

As the clearing is minor no bid item has been included in the estimate for clearing and grubbing. The clearing has been allowed for in the general excavation item.

There will be some 669 cubic yards of excess general excavation on the project. The City of Powers has requested that the excess material be placed at a location as shown on the detail map.

The unit cubic yard is being used for base material rather than square yards. This should not increase the engineering costs as the project inspector will be able to check all of the material without a material checker.

Existing pipes shown to be abandoned are being replaced or eliminated because they do not function properly or are not needed. The installation of all storm sewer drains includes trench excavation costs in the unit price per lineal foot. State Hwy 242, FAS 247

The exhausting of storm water across the Powers Secondary Highway into a large ditch paralleling Georgia Pacific's railroad track rather than leading the storm sewer water into an open ditch and a series of culverts along the easterly side of the Powers Secondary Highway is because the existing topography along the east side of the highway will not allow this installation without considerable ditch and trench excavation and the replacement of several driveway culverts, the cost of which exceeds the proposed plan. Written approval (copy attached) was received from Mr. Guy Head, Logging Manager for Georgia Pacific Corp., to allow the State to drain storm sewer runoff into the ditch paralleling the railroad tracks with the stipulation that a 24 inch by 94 foot pipe be installed under the approach road across the railroad ditch to accomodate the anticipated additional storm water.

It is recommended that the specifications for Portland cement concrete be written similar to thespecifications as called for in the 5th Street project in Coquille, Contract No. 7431.

There will be a need to replace in kind a four and one half (4½) foot concrete walk from Sta. 1+46 to Sta. 2+50 on the left side and to grade for sidewalk left and right throughout the project.

As there is no anticipated problems involving the handling of traffic during construction, the project doesn't warrant the item Protection and Direction of Traffic.

I have discussed all of the items involved with Mr. Layton, Cost Analyst in Salem, and all unit and lump sum item prices used are as per their recommendation.

It was originally planned for a sixty (60) foot wide street, however, the City has requested that the curb section be narrowed to fifty two (52) feet so as to eliminate the relocation of City water lines located along the southerly side of the street and allow for additional room for a proposed structure which is to be erected in the vacant lots to the right of center line between Sta. 3+10 and Sta. 4+60 and also allow for additional space for the existing service station on the southeast corner of Spruce Street and First Avenue.

This project is located in a rather remote area with a limited number of commercial suppliers, therefore, it is my recommendation that specifications regarding qualifying tests for base aggregates be written based on samples of bar run materials obtained from a local supplier's sources near the City of Powers. Also, I would advise that the specifications for asphaltic concrete aggregates and the asphaltic concrete mix design be similar to those set up for the 5th Street project in the City of Coquille, Contract No. 7431. If the specifications are written along the heretofore mentioned guide lines it should result in substantial savings in construction costs.

Bobby D. Johnson

Bobby D. Johnson
Resident Engineer

March 11, 1971

O[illegible]ON STATE HIGHWAY DEPARTMEN
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

tion Powers (Spruce Street) Unit
ghway City Street County Coos Prefix 306-1479
ngth 0.66 Designer H. Hamilton Draftsman H. Hamilton Date 3/11/71

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. General Excavation	All	100 %	0	100 %	2200.00	2,200.00
3" 2. Class "B" Asphaltic Concrete	Sq. Yd.	2,042	208	2,250	2.82	#15.61/ton 6,345.00
2" 3. Bottom Course Base	Cy. Yd.	877	73	950	5.00	4,750.00
2" [illegible]. Top Course Base	Cy. Yd.	147	13	160	5.50	Ave 5.07/C.Y. 880.00
5. 12-Inch Sewer Pipe	Lin Ft	235	25	260	8.50	2,210.00
6. 24-Inch Culvert Pipe	Lin Ft	94	6	100	13.20	1,320.00
7. Adjust Manhole	Each	1	0	1	125.00	125.00
8. Catch Inlet Type "G-1"	Each	2	0	2	200.00	400.00
9. Extra for Pipe Under Pavement	Lin Ft.	22	3	25	6.00	150.00
10. Concrete Curb Type "C"	Lin Ft	661	59	720	3.50	2,520.00
11. Conctete Driveways	Sq. Yd.	52	3	55	10.00	550.00
12. Concrete Walk	Sq. Yd.	54.4	5.6	60	9.50	570.00
13. Asphalt Street Connections	Each	2	0	2	150.00	300.00
14. Watering	M-Gal.	26	4	30	5.00	150.00
$\frac{7''}{3''} = \frac{14805}{6345}$					$\frac{3530}{850}$ = 415'	
AC #14,805						
Cr. Base 5,630 9,175 more						

Total $ 22,470.00

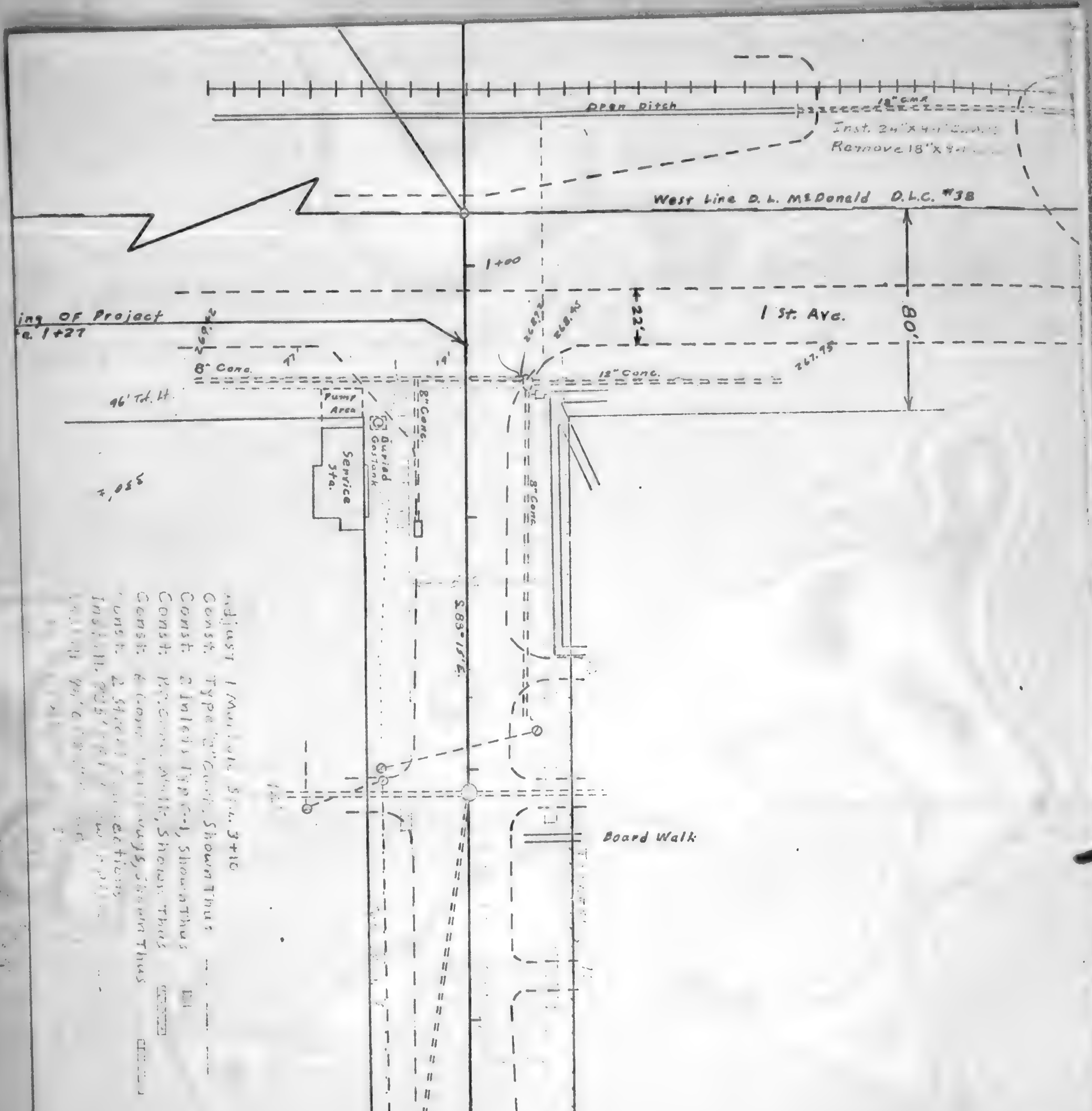
OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

ction Powers (Spruce Street)
Unit
ghway City Street
County Coos
Prefix 306-1479
ngth 0.66 Designer H. Hamilton
Draftsman H. Hamilton
Date 3/11/71
gned Bobby J. Johnson
Title Resident Engineer

Grading & Drainage		$ 10,495.00
Surfacing		$ 11,975.00
Extra Work		
Flagging	$ 100.00	
Total Extra Work		$ 100.00
TOTAL		$ 22,570.00
+ 20% Engineering and Contingencies		$ 4,514.00
Structures		
	$	
Total Structures		$ 0.00
Right of Way		$ 0.00
Total Estimated Cost		$ 27,084.00

82^{00}/47


Open Ditch
18" CMP
Inst. 24"x4-1 C.M.P.
Remove 18"x4-1 …
West Line D. L. McDonald D.L.C. #38
1+00
…ing OF Project
…a. 1+27
22'
1 St. Ave.
80'
268.92
268.45
267.95
8" Conc.
12" Conc.
46' Tot. Lt.
Pump Area
Buried Gastank
Service Sta.
8" Conc.
330'±
S 83° 15' E
Adjust 1 Manhole Sta. 3+10
Const. Type "G" Curb, Shown Thus
Const. 2 Inlets Type 1, Shown Thus
Const. P.C. Conc. Walk, Shown Thus
Const. 6 Conc. Driveways, Shown Thus
Const. 2 Street … Sections
Install. … P.S. …
Board Walk
12" Conc.
60'
5+00
8" San. Sewer
2nd Ave.
80'

Cost of 60' street using Est figs from Loc.

Gen'l Exc $\frac{61}{53}$ x 2,200 = $2532

Class "B" A.C. $\frac{60}{52}$ x 6345 = 7321

Bottom Cs Base $\frac{61}{53}$ x 4750 = 5467

Top Cs. Base $\frac{60}{52}$ x 880 = 1015

12-inch Sewr Pipe 75'- @ $8^{\underline{50}}$ = 638

24-inch omit

Adjust Manhole 1 @ 125 = 125

Conc Inlet G-1 2 @ 200 = 400

(omit) Extra for Pipe Under Pav't 2506 =

Concrete Curb Type "C" = 2520

Concrete Driveways = 550

Concrete Walk 570 = —

Asphalt Street Connections 2 @ 150 = 300

Watering $\frac{60}{52}$ x 150 = 173

21041

Flagging 100

21,141

Plus 20% 4228

25,369

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FEB 18 1971
FOR FILING

306-1723
7586

February 11, 1971

MISC. CONTRACTS and
AGREEMENTS No. 4749

City of Powers
City Hall
Powers, Oregon 97466

Attention: Lillian Ross
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of Spruce Street in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

[illegible]
75%

1-27-71

PREFIX NO. 306-1479

LOCATION PROSPECTUS
POWERS (SPRUCE STREET) SECTION
CITY STREET
COOS COUNTY

HIGHWAY:	Spruce Street. City Street -- not on State or Federal-aid system.
TERMINI:	The westerly terminus is at the intersection of Spruce Street and 1st Avenue. The easterly terminus is at the intersection of Spruce Street and 2nd Avenue.
LENGTH:	0.07 mile.
PROGRAM:	1971 Special City Allotment Funds.
NARRATIVE:	This will be a location survey to prepare plans, specifications and cost estimates for construction on existing alignment. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed.
TYPICAL SECTION:	60-foot curb-to-curb city street.
ACCESS:	Not controlled.
ADD'L FACILITIES:	There are no airports, streams, parks or railroads affected by this project.
AGREEMENTS:	Routine Special City Allotment project.

January 27, 1971
Attachment

cc: C. T. Keasey (3)
F. B. Klaboe
E. S. Hunter
R. N. Bothman
F. L. Hall
D. H. Moehring (3)
L. H. Young
R. N. Chase
B. L. Gifford
V. J. Johnson
R. E. Olson
R. E. Royer
W. H. Tebeau
C. G. Wills
R. L. Porter
A. E. Johnson
V. D. Wolfe
F. B. Crandall
I. D. Merchant (4)
F. D. Morgan
J. M. Cartwright (2)
H. S. Cox (2)
W. N. Hackleman
A. D. Olson
J. A. Rowland
C. G. Swenson
F. E. Terpin
F. W. Yarbrough (2)

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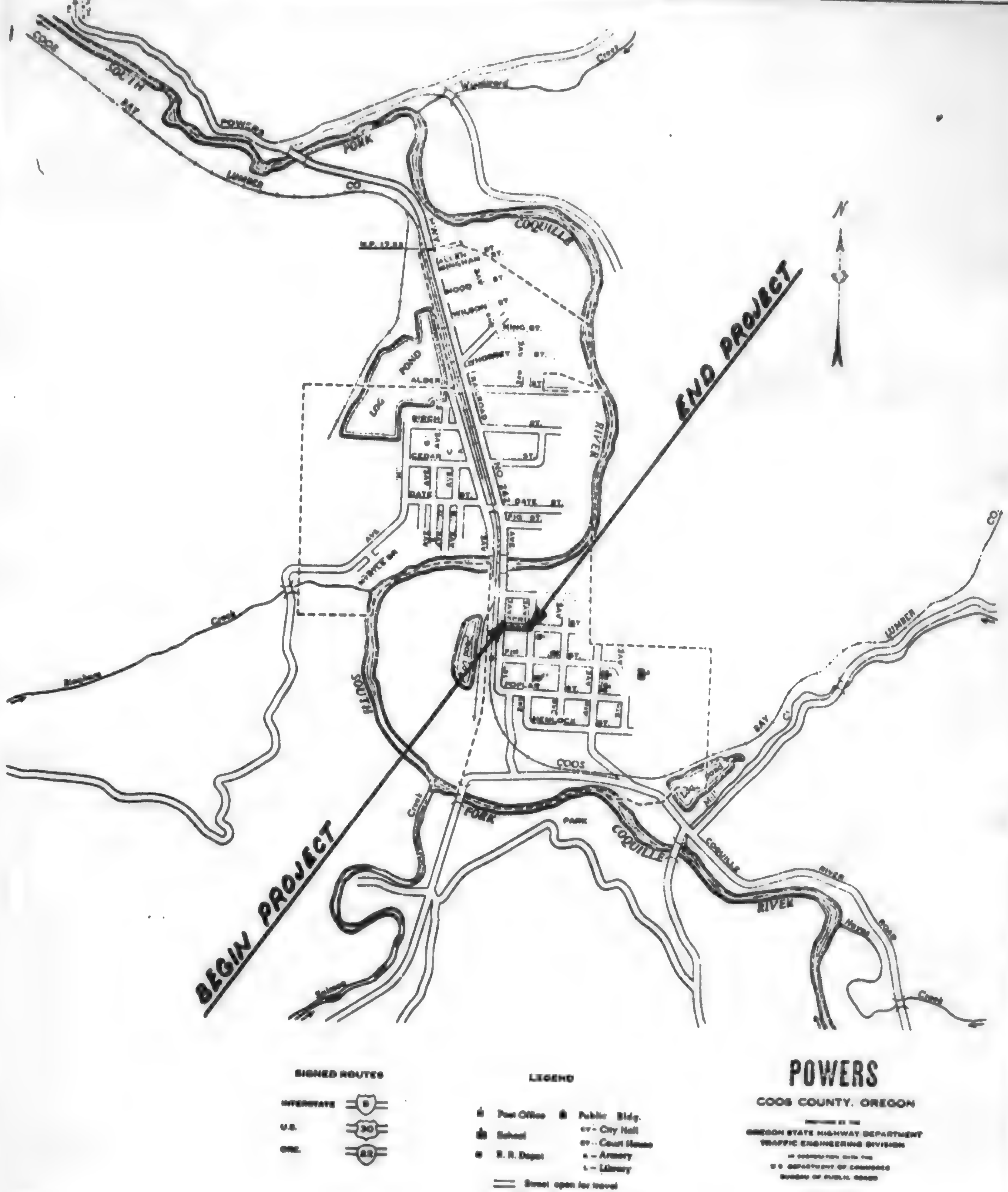
JAN 26 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER


BEGIN PROJECT
END PROJECT
N
SOUTH FORK
COOS BAY LUMBER CO
POWERS
Woodward Creek
COQUILLE RIVER
M.P. 17.33
BINGHAM ST.
WOOD ST.
WILSON ST.
KING ST.
LOG POND
ALDER
CEDAR ST.
DATE ST.
FIG ST.
McINTYRE DR.
Creek
SOUTH FORK COQUILLE
PARK
COQUILLE RIVER
LUMBER
Hayes Road
Creek
SIGNED ROUTES
INTERSTATE
5
U.S.
30
ORE.
22
LEGEND
Post Office
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
School
R. R. Depot
Street open for travel
Street dedicated but not open.
City Limits.

POWERS

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,310

Scale in Feet

May 1962

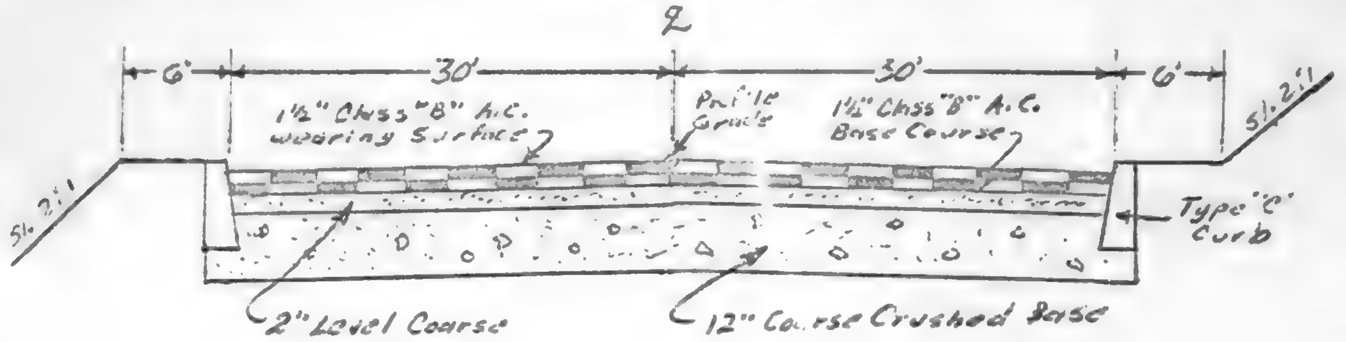
Form 39-250-8-

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section POWERS (Spruce St.)
Date January 5 1971
Highway City Street
Authorization No. 1
County Coos
Survey Prefix 306-1479 (Assigned by Salem office)

Description of termini, route, length, etc.: The West end of this survey is at the intersection of Spruce St. and 1st Ave. The East end is at the intersection of Spruce St. and 2nd Ave. The entire survey is within the Powers' City Limits. Total length of survey is 0.07 miles.



Purpose of survey: The purpose of the survey is to make a cost estimate and prepare plans for reconstruction of this city street. The facility will follow approximately the same alignment and grade as the existing street. The typical section allows for 60 feet of pavement which will provide two 20 foot traffic lanes and parallel parking on both sides. The typical section provides for grading for sidewalk only.

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JAN 7 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☒ DE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Estimate of cost:

Survey	(901)	$ 900.00
Plans	(905)	350.00
Soils	(910)	200.00
~~Utilities~~		
Specifications	(921)	150.00

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . $ 1,600.00
Previous authorization . . . .
Additional authorization requested . . . . .
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) . .

Requests made by: Johnson
Field Engineer

Recommended for Approval:
~~Division~~ Reg. Const. Engineer

Recommended for Approval: Hall
Design ~~Construction~~ Engineer

Approved:
Ass't State Highway Engineer

State Printing 97006

PROGRAM & PLAN. DIV.
P. E. APPR.
FED. - AID STATE SCH
BEN GIFFORD

CITY OF POWERS
P. O. BOX 250
POWERS, OREGON 97466

August 28, 1970

Mr Oscar H. Norberg-City Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr Norberg:

In reply to your letter dated August 27,1970. Construction No. (1971)

Yes the City does have the $1500. for curbs which would be the estimate of the Cities costs of Spruce Street here in Powers , and they are very willing to participate in the above project, should we be fortunate enough to granted the Special City Allotment for streets, in which we have made appication for.

Yours truly

Lillian Ross

Lillian Ross
City Recorder
P.O. Box 250
Powers, Oregon
97466

RECEIVED
COUNTY & CITY SECTION
AUG 31 1970
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

August 27, 1970

Mrs. Lillian Ross
City Recorder
P.O. Box 250
Powers, Oregon 97466

RECEIVED
COUNTY & CITY SECTION
AUG 27 1970
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Dear Mrs. Ross:

It is planned to submit your proposed project on Spruce Street to the Highway Commission for consideration of construction (1971) under the Special City Allotment Act (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $24,000 for providing a 60-foot curbed street section. The City's estimated share is $1,500 for curbs.

Should the Highway Commission look with favor on your project, would the City of Powers be willing and able to pay its share of the project costs?

Early receipt of a letter stating the City's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg
Cities Engineer

OHN:lat

S.C.A. Investigation Data

City of Powers Date 8/5/70 Div. 6
Population: 1965 1209 1970 1125
Street Spring St. between 1st and 2nd Sts.

No. previous projects 4
Last project 1968 (year)
Total SCA funds $ 71,373
Funds/capita $ 63.44
Average/capita $ 30.95

EXISTING

Surface now in place: A.C. ___ Oil ___ Gravel ✓ Concrete ___
Surface width: ___ feet, Shoulder-shoulder width: ___ feet
C-C width: ___ feet, R/W width: ___ feet
Remarks: The existing St is gravel & Cr. Rock of unknown depth & shows no distress except for the loose surfacing & dust complaints

PROPOSED

Surfacing: A.C. ✓ Oil ___ Other ___
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: 60 feet
BASE DESIGN: A.C. 3" inches, Leveling 2 inches, Base 12 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: ___ mile, ___ feet. Type curb: ___
Remarks: It seems this will be the best time to pave this street when the Broadbent paving job can be coordinated with it.

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.	1440	2.00	2880
Finishing roadbed & slopes ($1,500)	mile			
Trench excavation	c.y.	25	5.00	125
Watering	M-gal.	35	5.00	175
Level material (3/4-0)	c.y.	170	5.75	978
Base material	c.y.	970	5.50	5,335
Asphalt	ton	370	18.00	6,660
Binder	all	all	L.S.	310
Concrete inlets G-1	each	2	180.00	360
Culvert pipe	lin. ft.	75	7.00	525
Concrete curbs Type "C"	c.y.	19	75.00	1425

*Items include 10% allowance

Total	$ 19,273
Perm. signing ($100/intersection)	100
Flagging	100
Total	$ 19,473
Engineering & contingencies (20%)	3,895
Total	$ 23,368
City's estimated share of survey	
TOTAL ESTIMATED COST	$

Spr [illegible]

8/5/70

I talked to Mrs. Lillian Ross regarding the SCA project requested for Spruce street. I told her last years estimate was $20,000 so this years est. would be possibly $22,000 due to price rises. The amount was less than the $25,000 but the City would have to pay for the curbs $1,500 or so.

She said the street was always dusty due to the traffic.

This street should be let in time to coordinate the work with the Broadbent-Powers job.

SCA

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ENGINEER
COUNTY & CITY DIVISION

PROJECT DATA, CITY OF POWERS Date 2-6-70

To be financed by Special City Allotment Fund and necessary city funds.

Street name Spruce Street, between 1st & 2nd Street
(Locate project on attached map.)

Project length 300'

DESIRED STREET SECTION:

Standard roadway; width of travel way: 40' feet, width of shoulders: 10' feet

Curbed section; width curb to curb: 60' feet

Remarks

Surface now in place: Oil ___ Paving ___ Gravel x

Present surface width: 36 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 80' feet

Additional right-of-way required? Yes ___ No x

State to furnish right-of-way descriptions? Yes ___ No ___

Give width of intersecting streets: 80'

Are intersecting streets curbed? Yes ___ No ___

Remarks Curbs at 2nd street completed by State--So. side only

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ___ No x

Width between present curbs: 60 feet

City to construct curbs? Yes ___ No ___

To be constructed as part of project? Yes ___ No ___

Length of desired radius on curb returns: * feet

Does city desire special type of curbs? Yes ___ No ___

Explain: * Conform to ones previously installed on 2nd street.

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes___ No_x_

Present sidewalks, Length: ________feet; Width:________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes___ No_x_

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

______feet N.___ S.___ E.___ W.___

______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: ______feet

Remarks____

____

STORM SEWERS -

Now in place?. Yes_x_ No___

If yes, are they adequate for increased flow? Yes___ No_x_

Indicate depth of main lines from present surface: ___2'___feet

To be constructed by City? Yes___ No_x_

To be constructed as part of project? Yes___ No___

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes_x_ No___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: ___5'___feet

Remarks____

____

____

WATER MAINS: (City to adjust if required.)

Now in place? Yes x No ____

If yes, how deep from present surface? 2' feet

Remarks E/W main in parkway South side 2" main North/South at alley 2' deep.

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes x No ____

Asphaltic concrete? Yes ____ No ____

Portland cement? Yes ____ No ____

How many? ________

Must driveways be Portland cement to comply with city code? Yes ____ No ____

Is there a city ordinance specifying width and number of driveways permitted?
Yes ____ No ____ (If yes, please include copy of ordinance.)

Remarks 20 Ft. Alley

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ____ No x

Electric poles? Yes x No ____

Which company? Pacific Power & Light Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ____ No x

Which company? ________

Railroad tracks? Yes ____ No x

Which company? ________

Is crossing presently protected by automatic railroad signals?

Yes ____ No ____

Remarks One electric pole at highway should be in the clear.

SCA

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ____ No x

Clearing? Yes ____ No x

Base rock? Yes ____ No x

Concrete curbs? Yes ____ No x

Driveways? Yes ____ No x

Remarks ____________________

GENERAL INFORMATION:

Are city finances available? Yes x No ____

When available? Date July 1970

Has city established grade on street? Yes ____ No x
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: ____________________

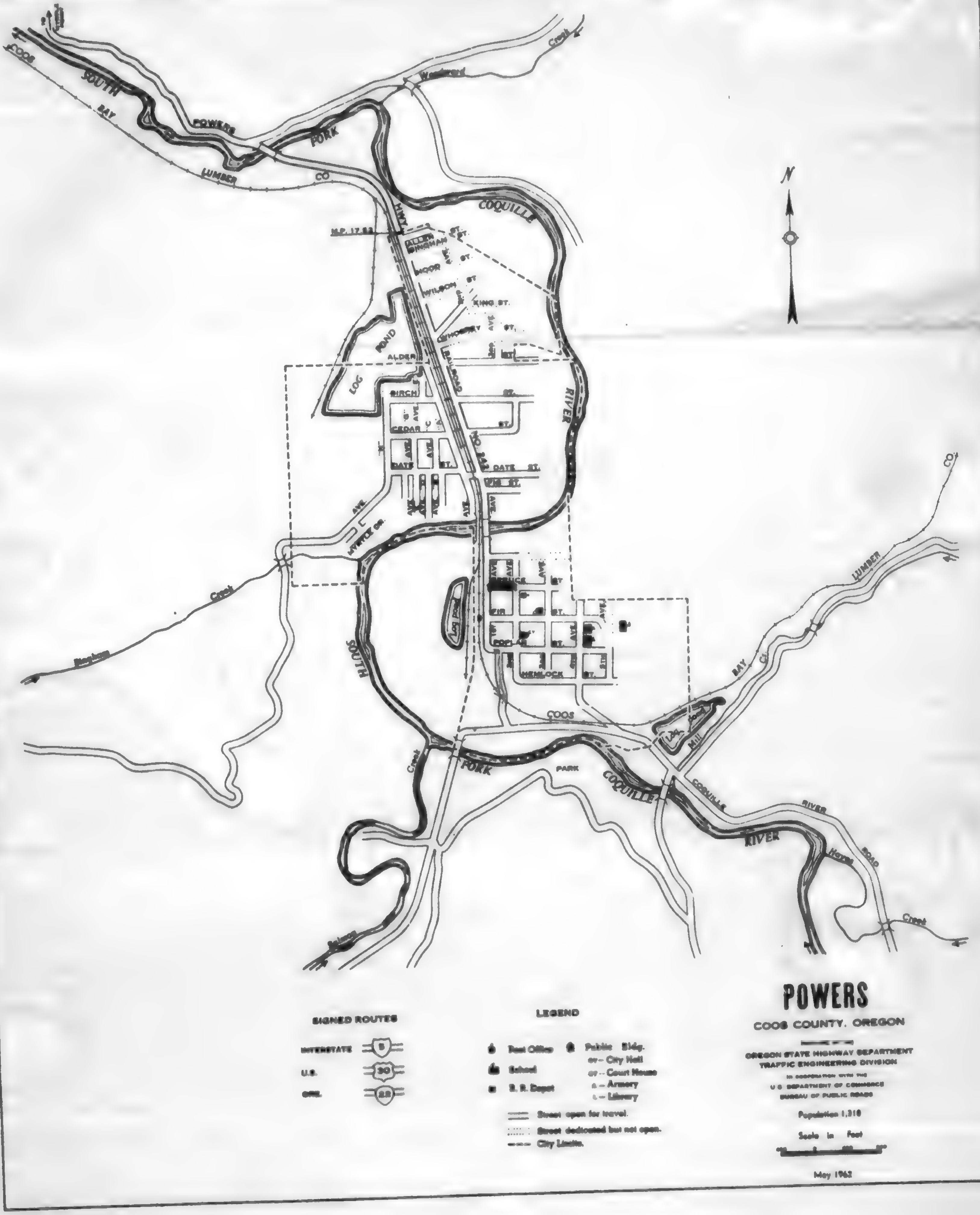
We do have a place to dispose of excess materials.

General remarks: ____________________

By John L Bushnell
Mayor

By Lillian Ross
City Recorder or City Manager

By ____________________
City Engineer


COOS BAY LUMBER CO
SOUTH FORK
POWERS
Woodward
Creek
COQUILLE RIVER
HWY
M.P. 17.83
BINGHAM ST.
MOOR ST.
WILSON ST.
KING ST.
AVE
ST.
LOG POND
ALDER
BIRCH ST.
CEDAR ST.
DATE ST.
RAILROAD
MYRTLE CR.
SPRUCE
FIR ST.
POPLAR ST.
HEMLOCK ST.
Log Pond
SOUTH FORK
Creek
COOS BAY LUMBER CO
PARK
COQUILLE RIVER ROAD
Mill
Creek
N
SIGNED ROUTES
INTERSTATE 5
U.S. 30
ORE. 22
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

POWERS

COOS COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,310

Scale in Feet

May 1962

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Powers is an incorporated city of the State of Oregon and has a population of 1125 as given by the latest official census; and

WHEREAS, the following streets of said city, Powers

1st Choise: Spruce Street between 1st & 2nd Street.

2nd Choise: Fir Street Between 1st & 2nd Street.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

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FEB 4 - 1970
ENGINEER
COUNTY & CITY DIVISION

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of Powers does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate John L. Bushnell-Mayor as the official representative of the city in all negotiations resulting from this request.

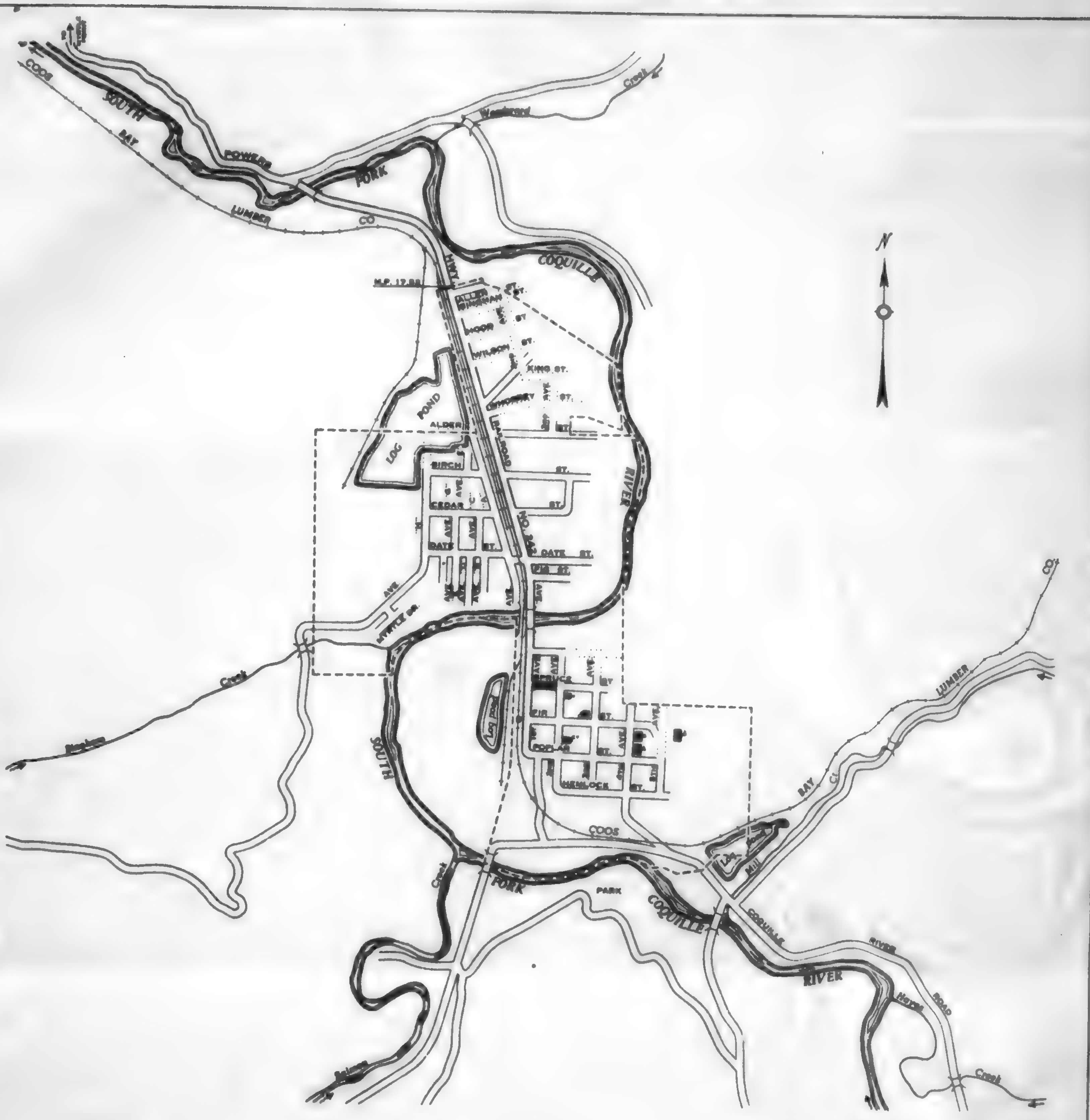
Passed and approved this 2nd day of February, 1970.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Powers at a regular or special meeting of said Council, held on the 2nd day of February, 1970, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 3rd day of February, 1970.

Lillian Ross
City Recorder


N
COOS BAY LUMBER CO
SOUTH FORK
POWERS
Woodward Creek
HWY. NO. 242
M.P. 17.99
COQUILLE RIVER
BINGHAM ST.
MOOR ST.
WILSON ST.
KING ST.
MOONEY ST.
AVE
ALDER
RAILROAD
LOG POND
BIRCH ST.
CEDAR ST.
DATE ST.
FIR ST.
MYRTLE DR.
SPRUCE ST.
HEMLOCK ST.
Log Pond
Creek
SOUTH FORK
COOS BAY LUMBER CO
PARK
Mill
Log Pond
COQUILLE RIVER ROAD
Creek

SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CH – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

POWERS

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,318

Scale in Feet

May 1962

6-1133 Green Acres Rd.-China Camp Marsh 197
Sec., on Coos Bay-Roseburg Hwy.,
#7587 N. of Coquille (Paving)

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DEC 17 1971

FOR FILING

6-1133

7587

December 16, 1971

The Travelers Indemnity Co.
Fidelity and Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

On December 3, 1971, we wrote to you concerning release of final payment on Contract No. 7587 awarded to J. C. Compton Company for work on the Green Acres Road-China Camp Marsh Section of the Coos Bay-Roseburg Highway in Coos County.

Final payment on this contract is $1,419.21 and the total contract amount is $243,954.37, including $2,712.33 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
C. T. Kenney

RECEIVED
DEC 8 - 1971
FOR FILING

6-1133

7587

December 7, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed September 22, 1971, on Contract No. 7587. The contract was with J. C. Compton Co., and was for paving on the Green Acres Road-China Camp Marsh Section of the Coos Bay-Roseburg Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 6, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:bb

cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Cox
C. T. Kassey

6-1133
7587

FORM E-1 (REV. 10-69)
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Green Acres Road - China Camp Marsh	WEEK ENDING October 15, 1971
		SECTION PREFIX 6-1133
	HIGHWAY Coos Bay - Roseburg	COUNTY Coos
NAME OF JOB Green Acres Road - China Camp Marsh	KIND OF WORK Paving	
CONTRACTOR J. C. Compton Company	CONTRACT NUMBER 7587	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT June 1, 1971	DATE WORK STARTED August 25, 1971	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 90	WORK DAYS USED CALENDAR DAYS USED 90
PROJECT AUTHORIZATION: $ 290,491.90	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 267,457.30	ENGINEERING AUTHORIZATION $ 23,034.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 244,735.22	ENGINEERING COST TO DATE $ 17,586.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 8.5 %	PERCENT OF AUTHORIZATION 76 %	DATE PROJECT WAS COMPLETED: September 22, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
None	None	None	None	100	None		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					5.27
MILES PARTIALLY COMPLETED					
MILES COMPLETED					5.27
TOTAL ESTIMATED QUANTITIES (CONTRACT)					23,200 ton
TOTAL QUANTITIES CORRECTED TO DATE					22,800 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					22,800 ton
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Fair	0		
TUESDAY	Fair	0		
WEDNESDAY	Showers	0		
THURSDAY	Showers	0		
FRIDAY	Overcast	0		
SATURDAY				

Routing

RECEIVED
OCT 18 1971
CONSTRUCTION
DIVISION

[illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work.
MONDAY	No work.
TUESDAY	No work.
WEDNESDAY	No work.
THURSDAY	No work.
FRIDAY	No work.
SATURDAY	No work.

REMARKS

Semi-Final Estimate will be submitted to the Region office the first part of next week.

FINAL REPORT.

[illegible]

SIGNED Bobby D. Johnson LOCATION Coquille

PRIME RESIDENT SUBMIT [illegible] COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT [illegible] COPIES.

SP-F216

RECEIVED
JUN 30 1971
FOR FILING

6-1133
7587

June 30, 1971

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7587 for paving
> on the Green Acres Road-China
> Camp Marsh Section of the
> Coos Bay-Roseburg Highway in
> Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

bc F. D. Morgan
I. D. Merchant
C. T. Keasey
Bobby Johnson

RECEIVED
JUN 28 1971
FOR FILING

2-1153

7587

Yellow

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

June 23, 1971

Hansen and Rowland, Inc.
P. O. Box 1633
Tacoma, Washington 98401

Attention: Mr. H. T. Duren

Gentlemen:

On Contract Nos. 7572 and 7587 awarded to J. C. Compton Company, the State Insurance Department has notified us that they cannot approve H. T. Duren signing as Attorney-in-Fact for the Travelers Indemnity Company as the Power of Attorney for H. T. Duren was revoked on September 14, 1967, and was never refiled.

Please refile a Power of Attorney for H. T. Duren with the Insurance Department, 158 N. E. 12th Street, Salem, Oregon 97310. We cannot accept a Power of Attorney sent to us.

If you do not wish to refile a Power of Attorney, please have someone sign who has proper authorization and return the two copies of this contract to our office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

cc J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

bc F. D. Morgan
I. D. Merchant
C. T. Keasey
A. W. Bates
Bobby Johnson

RECEIVED
JUN 10 1971

FOR FILING

C-1133
7587

June 9, 1971

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97218

Gentlemen:

Enclosed are three copies of Contract No. 7587 for $253,940 awarded to you by the State Highway Commission on June 1, 1971, for work on the Green Acres Road-China Camp Marsh Section of the Coos Bay-Roseburg Highway in Coos County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 21, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Enclosures

cc Frank Morgan
I. D. Merchant
C. T. Keasey
Bobby Johnson

12-8333 Austin Rock Production Proj. 1971
on John Day Highway, E. of
#7588 John Day

RECEIVED
DEC 27 1971
FOR FILING

12-8333
7588

December 23, 1971

General Insurance Co. of America
1300 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On December 17, 1971, we wrote to you concerning release of final payment on Contract No. 7588 awarded to H. A. Teele Construction Company for rock production on the Austin Section of the John Day Highway in Grant County.

Final payment on this contract is $3,000 and the total contract amount is $61,143.73. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
G. W. Hood, Assistant Secretary

fhm

cc H. A. Teele Construction Co.
1235 S. W. 2nd Avenue
Ontario, Oregon 97914

Frank Morgan
Ivan Merchant
V. E. Shoog
Attn: John Harr
H. S. Coulter

RECEIVED
DEC 17 1971

FOR FILING

12-8333
7588

December 15, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed October 14, 1971, on Contract No. 7588. The contract was with H. A. Toole Construction Co., and was for rock production on the Austin Section of the John Day Highway in Grant County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 15, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:bb

cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Cox
H. S. Coulter

12-8333
7588

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Austin

WEEK ENDING: November 6, 1971

SECTION PREFIX: 12-8333

HIGHWAY: John Day

COUNTY: Grant

NAME OF JOB: Austin

KIND OF WORK: Rock Production

CONTRACTOR: N. A. Toole Construction Co.

CONTRACT NUMBER: 7588

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 1, 1971

DATE WORK STARTED: July 26, 1971

ESTIMATED COMPLETION DATE: October 14, 1971

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: October 31, 1971

PERCENT OF TIME ELAPSED: 90

PROJECT AUTHORIZATION: $ 68,700.00

EXCLUSIVE OF ENGINEERING: $ 62,700.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 61,143.73

ESTIMATED PERCENT: UNDERRUN 5 %

ENGINEERING AUTHORIZATION: $ 6,000.00

this week -0-

ENGINEERING COST TO DATE: $ 3,800.00

PERCENT OF AUTHORIZATION: 63 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95

DATE PROJECT WAS COMPLETED: October 14, 1971

SEMI-FINAL submitted Nov. 3, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			10,254 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,254 CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Lt rain showers			
MONDAY	Rain showers			
TUESDAY	Clear - cool			RECEIVED
WEDNESDAY	Lt clouds - cool			NOV 5 1971
THURSDAY	Rain shwers			
FRIDAY	Clear - cool			
SATURDAY				BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	

REMARKS

Semi-final submitted November 3, 1971. This is final Field Engineer's Weekly Report for this project.

SIGNED D. W. Greene, Res. Engr. LOCATION John Day

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
JUL 6 - 1971
FOR FILING

12-8333
7588

July 2, 1971

E. A. Toole Construction Company
1235 S. W. 2nd Avenue
Ontario, Oregon 97914

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7588 for the
Austin Rock Production Project
of the John Day Highway in
Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
I. D. Merchant
N. S. Coulter
D. W. Greene

RECEIVED
JUN 9 1971

12-8333
7588

June 9, 1971

E. A. Toole Construction Company
1235 S. W. 2nd Avenue
Ontario, Oregon 97914

Gentlemen:

Enclosed are three copies of Contract No. 7588 for $60,000 awarded to you by the State Highway Commission on June 1, 1971, for rock production on the Austin Section of the John Day Highway in Grant County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 31, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
D. W. Greene

18-8341 Odell Butte Rock Production 1971
Proj., on Willamette Highway,
#7589 E. of Eugene

RECEIVED
SEP 3 - 1971
FOR FILING

18-8341

7589

September 2, 1971

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On August 30, 1971, we wrote to you concerning release of final payment on Contract No. 7589 awarded to Valley Equipment Company for rock production on the Odell Butte Section of the Willamette Highway in Klamath County.

Final payment on this contract is $3,965 and the total contract amount is $78,060.71. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Valley Equipment Company
2611 - 35th Avenue, N.E.
Salem, Oregon 97303

bc F. D. Morgan
I. D. Merchant
J. F. Putnam
V. E. Shoog
Attn: John Herr

RECEIVED
AUG 30 1971
FOR FILING

17- 8341

7589

August 27, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed August 3, 1971 on Contract No. 7589. The contract was with Valley Equipment Company and was for rock production on the Odell Butte Section of the Willamette Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 27, 1971 and that you concur in this procedure at the Commission meeting on September 7, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

VG:fw

18-8341
7589

FORM E-1 (REV 10-59)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Odell Butte
WEEK ENDING: August 14, 1971
SECTION PREFIX: 18-8341
HIGHWAY: Willamette
COUNTY: Klamath
NAME OF JOB: Odell Butte
KIND OF WORK: Rock Production
CONTRACTOR: Valley Equipment
CONTRACT NUMBER: 7589
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 1, 1971
DATE WORK STARTED: June 21, 1971
ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: [illegible] SUPERVISION: 1
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: October 15, 1971
PERCENT OF TIME ELAPSED: 38
PROJECT AUTHORIZATION: $ 90,340.50
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 82,450.50
ENGINEERING AUTHORIZATION: $ 7,890.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 78,060.71
ENGINEERING COST TO DATE: $ 3,474.00
This week 606.00
DATE PROJECT WAS COMPLETED: August 3, 1971
ESTIMATED PERCENT: UNDERRUN 5.3%
PERCENT OF AUTHORIZATION 44 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			30,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			30,000		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			29,681		
AVERAGE DAILY QUANTITIES			928		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			Complete		
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
1971

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal estimate submitted to Region Office on 8/13/71.

*** FINAL REPORT ***

SIGNED R. H. Clark LOCATION Bend

R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUL 1 - 1971
FOR FILING

18-8341
7589

July 1, 1971

Valley Equipment Company
2611-35th Avenue, N. E.
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7589 for
rock production on the Odell
Butte Section of the Willamette
Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc United Pacific Insurance Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
J. F. Putnam
R. M. Clark

RECEIVED
JUN 9 - 1971
FOR FILING

18-8341
7549

June 9, 1971

Valley Equipment Company
2611 - 35th Avenue, N. E.
Salem, Oregon 97303

Gentlemen:

Enclosed are three copies of Contract No. 7589 for $78,900 awarded to you by the State Highway Commission on June 1, 1971, for rock production on the Odell Butte Section of the Willamette Highway in Klamath County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 15, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
J. F. Putnam
R. H. Clark

9-1131 Fremont Hwy. Jct.-Deschutes Nat'l. '71
Forest Sec., The Dalles-Calif. Hwy.
#7590 S. of Lapine (Grad. & pav.)

RECEIVED
JAN [illegible] 1972

FOR FILING

9-1131
7590

January 28, 1972

General Insurance Co. of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On January 25, 1972, we wrote to you concerning release of final payment on Contract No. 7590 awarded to R. L. Coats for work on the Fremont Highway Junction-Deschutes National Forest Section of The Dalles-California Highway in Deschutes and Klamath Counties.

Final payment on this contract is $11,203 and the total contract amount is $239,714.61, including $2,738.91 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

bc Frank Morgan
Walt Hart
V. E. Shoog
Attn: John Herr
J. F. Putnam

RECEIVED
JAN 26 1972

FOR FILING

9-1131
7590

January 24, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed October 1, 1971 on Contract No. 7590. The contract was with R. L. Coats and was for paving on the Fremont Highway Jct. - Deschutes National Forest Section of the The Dalles-California Highway in Deschutes and Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 20, 1972 and that you concur in this procedure at the Commission meeting on February 22, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has you approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

VG:alc

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Gary Ross
G. L. Sund
L. H. Young
F. D. Morgan
W. J. Hart
V. E. Skoog
H. S. Cox
J. R. Putnam

9-1131
7590

FORM E-1 (REV 10-69)
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Fremont Highway Junction - Deschutes National Forest
HIGHWAY: The Dalles - California
WEEK ENDING: Oct. 30, 1971
SECTION PREFIX: 9-1131
COUNTY: Deschutes and Klamath

NAME OF JOB: Fremont Highway Junction - Deschutes National Forest
KIND OF WORK: Paving
CONTRACTOR: R. L. Coats
CONTRACT NUMBER: 7590
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 1, 1971
DATE WORK STARTED: Aug. 16, 1971
ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 100
CALENDAR DAYS USED: 98
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 98
PROJECT AUTHORIZATION: $ 256,010.60
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
EXCLUSIVE OF ENGINEERING: $ 235,710.20
ENGINEERING AUTHORIZATION: $ 20,300.40
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 239,395.00
ENGINEERING COST TO DATE: $ 16,205.00
This Week 0.00
DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 1.6 %
PERCENT OF AUTHORIZATION: 80 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					7.2
MILES PARTIALLY COMPLETED					
MILES COMPLETED					7.2
TOTAL ESTIMATED QUANTITIES (CONTRACT)					26,900
TOTAL QUANTITIES CORRECTED TO DATE					26,800
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					26,800
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					Complete
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT
EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
RECEIVED
1 1971
[illegible]
Division

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

* * * F I N A L R E P O R T * * *

Semifinal Estimate submitted to Regional Office 10/29/71

SIGNED R. H. Clark
R. H. Clark, Res. Eng'r.
LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
JUN 22 1971
FOR FILING

9-1131

7590

June 22, 1971

R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7590 for paving on the Fremont Highway Jct.-Deschutes National Forest Section of The Dalles-California Highway in Deschutes and Klamath Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
I. D. Merchant
J. F. Putnam
R. H. Clark

RECEIVED
JUN 10 1971

FOR FILING

9-1131
7570

June 10, 1971

R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

Enclosed are three copies of Contract No. 7590 for $224,060 awarded to you by the State Highway Commission on June 1, 1971, for paving on the Fremont Highway Junction-Deschutes National Forest Section of The Dalles-California Highway in Deschutes and Klamath Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 22, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
J. F. Putman
R. H. Clark

22-8312 Santiam Jct. Rock Production 1971
Proj. Material source near Santiam
#7591 Jct., Santiam Hwy., W. of Sisters.

RECEIVED
JAN 5 - 1972
FOR FILING

22-8312
7591

January 5, 1972

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

On December 23, 1971, we wrote to you concerning release of final payment on Contract No. 7591 awarded to North Santiam Sand and Gravel, Inc., for work on the Santiam Junction Section of the Santiam, North Santiam, Clear Lake and McKenzie Highways in Linn, Lane and Marion Counties.

Final payment on this contract is $2,347.30 and the total contract amount is $131,330.49. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dy

cc North Santiam Sand & Gravel, Inc.
P. O. Box "A"
Stayton, Oregon 97383

bc Frank Morgan
Walt Hart
V. E. Shoog
Attn: John Kerr
J. B. Boyd
James Verstoeg

RECEIVED
DEC 2[illegible] 1971
FOR FILING

22-8312
7591

December 22, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed October 4, 1971 on Contract No. 7591. The contract was with North Santiam Sand and Gravel, Inc. and was for rock production on the Santiam Junction Section of the Santiam, North Santiam, Clear Lake and McKenzie Highways in Linn, Lane and Marion Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 21, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:js

cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Coe
J. B. Boyd

22-8312
7591

FORM E-1 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Santiam Junction	WEEK ENDING: October 9, 1971
		SECTION PREFIX: 22 - 8312
	HIGHWAY: Santiam, N. Santiam, Clear Lake& McKenzie	COUNTY: Linn, Lane & Marion
NAME OF JOB: Santiam Junction	KIND OF WORK: Rock Production	
CONTRACTOR: North Santiam Sand & Gravel, Inc.	CONTRACT NUMBER: 7591	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 1, 1971	DATE WORK STARTED: July 26, 1971	ESTIMATED COMPLETION DATE: October 4, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: 9 SUPERVISION: 1	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 142,556.00	SPECIFIED COMPLETION DATE: October 15, 1971	PERCENT OF TIME ELAPSED: 95
EXCLUSIVE OF ENGINEERING: $ 131,252.00	ENGINEERING AUTHORIZATION: $ 11,304.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 131,252.00	ENGINEERING COST TO DATE: $ 5,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: NONE %	PERCENT OF AUTHORIZATION: 46 %	DATE PROJECT WAS COMPLETED: October 4, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			40,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			41,000 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			41,000 CY		
AVERAGE DAILY QUANTITIES			1,200 CY		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY			1		
HOURS PER SHIFT			8		

EQUIPMENT USED DURING THE WEEK: 3 Dozers, 2 Loaders, 3 Trucks, 1 Water Wagon (Fire only)

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	Fair			

Routing
Morgan M
Decker
Bond
Walker
Boehme
Johnson
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
OCT 11 1971
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contractor completed crushing operation today. Crusher being disassembled. 3 trucks haulign remaining crushed material to Site " E ". Approximately 1,000 CY of excess crushed material also being hauled to Site " E ".
TUESDAY	Hauling of crushed material from crusher site completed. Contractor operating in pit area cleaning up.
WEDNESDAY	Contractor continuing disassembly of crusher. Cleaning up pit area. Debris being hauled to southerly burning area.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Tuesday, Regional Maintenance Engineer Hopkins, Bob Schramek U.S. Forest Service, Francis Lulay North Santiam Sand & Gravel and the undersigned inspected the project for acceptance. We will submit the semifinal estimate by November 1, 1971.

FINAL REPORT

SIGNED by Ray Klecker
Arthur Duffy
LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
JUL 12 1971
FOR FILING

22-8312

7591

July 9, 1971

North Santiam Sand & Gravel, Inc.
P. O. Box "A"
Stayton, Oregon 97383

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7591 for the
> Santiam Junction Rock Production
> Project of the Santiam, North
> Santiam, Clear Lake and McKenzie
> Highways in Linn, Lane and Marion
> Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

bc F. D. Morgan
I. D. Marchant
J. B. Boyd
C. T. Ramsey
Walter Sandquist

RECEIVED
JUN 15 1971

22-8312
7591

June 14, 1971

North Santiam Sand & Gravel, Inc.
P. O. Box "A"
Stayton, Oregon 97383

Gentlemen:

Enclosed are three copies of Contract No. 7591 for $125,600 awarded to you by the State Highway Commission on June 1, 1971, for rock production on the Santiam Junction Section of the Santiam, North Santiam, Clear Lake and McKenzie Highways in Linn, Lane and Marion Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 15, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Enclosures

cc Frank Morgan
I. D. Merchant
R. D. Asburry
Walter Sandquist

23-8328 Harper Junction Rock Production 1971
Proj., Central Oregon Hwy., E. of
#7592 Juntura

RECEIVED
DEC 7 - 1971

FOR FILING

23-8328

7592

December 6, 1971

General Insurance Co. of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

Gentlemen:

A post-final payment for $1,350 will be made to M. A. Toole Construction Company on Contract No. 7592 for rock production on the Harper Junction Section of the Central Oregon Highway in Malheur County.

The total amount paid on this contract will be $60,315.28 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc M. A. Toole Construction Company
1235 S. W. 2nd Avenue
Ontario, Oregon 97914

bc F. D. Morgan
I. D. Merchant
V. E. Skoog
Attn: John Marr
H. S. Coulter

4K

#1

RECEIVED
DEC 27 1971
FOR FILING

23-8328

7592

November 26, 1971

H. A. Toole Construction Company
1233 S. W. 2nd Avenue
Ontario, Oregon 97914

Gentlemen:

The State Highway Commission at its meeting on November 24, 1971, considered your request for an extension of time on Contract No. 7592 for rock production on the Harper Junction Section of the Central Oregon Highway in Malheur County.

The Commission granted you an 18-day extension of time without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bc F. D. Morgan
V. E. Sheeg
H. S. Coulter
W. H. Hoffman

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7592 Contractor N. A. Toole Construction Co.

Highway Central Oregon

Section Harper Junction

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~Denied. No valid reason under terms of contract.~~

Grant.

Recommended for Approval:

Regional Construction Engineer ~~Bridge Engineer~~

by Construction Engineer or ~~Bridge Engineer~~

R. Johnson
State Highway Engineer

Contract No. 7592

Project designation State
State-Federal

Date awarded June 1, 1971

Work started July 26, 1971

Per cent completed 100% October 12, 1971
Date

Completion Date ~~No. of Workdays Allowed~~ August 15, 1971

Project Completed ~~No. of Workdays Used~~ September 2, 1971

Completion Date Requested ~~No. of Added Workdays Requested~~ August 31, 1971

State Printing 37960

E—330 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 4, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from .... days to .... days, within which to complete our Contract No. ...., without the assessment of liquidated damages. The said contract is described as follows:

Harper Junction Rock Production Project, Contract No. 7592

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Request extension from August 15, 1971 to August 31, 1971.

It took us longer than estimated to modify our crushing plant and add new equipment to meet the new sanding material specifications.

Respectfully submitted,

N. A. Toole Construction Co.
Contractor

By N a Toole
N. A. Toole

CONSENT OF SURETY

Date October 5, 1971

We, General Insurance Company of America,
Seattle, Washington, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
George A. Atkinson Insurance Agency
P. O. Box 549, Boise, Idaho 83701

(SEAL)

Resident Agent

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 19, 1971

SUBJECT: Harper Junction Rock Production
Contract No. 7592
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

N. A. Toole Construction Company, contractor on this project, requests a 16-day extension of the specified completion date because it took him longer than estimated to modify a crushing plant to meet the sanding material specifications. We do not believe this is a valid reason for extension. No changes were imposed by the State after entering into the contract and the Region and this office recommend that the request be denied.

Bids were opened on this project May 28, 1971. There was only this one bidder at $6.00 per cubic yard for 10,000 cubic yards of two sizes of rock. The contract was sent for his execution June 10, but six weeks elapsed before the contractor first started moving in equipment on July 26. The specified completion date was August 15, 1971 (apparently set by Maintenance). The project was actually complete September 2, 1971 with 18 days liquidated damages accrued at $75 per day or $1,350.

This is another of those cases where we cannot point to any obvious loss to the State because of the late completion. On the other hand, the completion time required may have limited bidding or the successful bidder may have allowed for some liquidated damages in his bidding. The actual liquidated damages that accrued amount to only 13-1/2 cents per cubic yard on material for which we were paying $6.00 per cubic yard.

This was a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

RECEIVED
OCT 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

JAB:fw
Enc.
cc V. L. Gallagher

Morgan

Routing
Morgan
Decker
Bond
Johnson
Swan
Clonin
Litchfield
Gallagher
Skirvin

RECEIVED
OCT 18 1971
CONSTRUCTION
DIVISION

NOTED
A. SHIRLEY

FORM 6-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
October 6, 1971

SUBJECT: Harpor Junction Rock Production
Contract No. 7592
Request for Extension of Time

To:

H. S. Coulter
Region Engineer
LaGrande, Oregon

Herewith six copies of "Contractors Request for Increase in Number of Workdays....." for subject contract.

The contractor spent a week in getting the plant in production so that should be the limit if this excuse is valid. I cannot think that it would be under the terms of the contract. He installed a new generator and spent some time on this but it would not qualify as "specified equipment".

The real reason he was late is that he chose to do another job first for reasons of his own. This act was in the State's interest in the long run but has no contractural significance.

Although the contract was to be completed August 15, none of the material produced has been used to date. This would seem to invalidate "Time is of the Essence..." of the Standards, but I do not know why, or on what criteria, the given date was chosen.

I, therefore, cannot find any valid reason for granting an extension and must recommend against it.

W E Hoffman
W. E. Hoffman
Res. Eng'r

Completed 9-2-71
18 days @ $75 = $1,350

First Started moving in July 26

I must agree w/ Bill

Open bids May 28
Contr sent June 10.

RECEIVED
NOV 1 1971

23-8328
1592

November 1, 1971

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On October 21, 1971, we wrote to you concerning release of final payment on Contract No. 7592 awarded to N. A. Toole Construction Company for work on the Harper Junction Section of the Central Oregon Highway in Malheur County.

Final payment on this contract is $3,168.72 and the total contract amount is $59,165.20. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc N. A. Toole Construction Co.
1235 S. W. 2nd Avenue
Ontario, Oregon 97914

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
H. S. Coulter

RECEIVED
OCT 29 1971
FOR FILIN

23-8328

7592

October 28, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 1
November 30, 1971

Gentlemen:

M. A. Toole Construction Company, contractor on the Harper Junction Rock Production project on the Central Oregon Highway in Malheur County, Contract No. 7592, has requested a 16-day extension of the specified completion date because it took longer than estimated to modify a crushing plant to meet the sanding material specifications.

Bids on this project were opened May 28, 1971, and only one bid was received. The specified completion date was August 15, 1971. The contract was actually completed September 2, 1971, with 18 days liquidated damages accrued at $75 per day, or $1,350.

The impact-type crushing specified does require additional equipment that does not seem to be in general use yet. Bidding has been somewhat limited on small rock production projects. They are usually located in some of the more remote areas where there are no commercial sources available. The State has suffered no loss because of the late delivery of the sanding materials in this case.

I recommend that an 18-day extension be granted to delete all liquidated damages. This was a State project.

This matter will be on the agenda for your consideration at the November 30 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Gary L. Sund
F. D. Morgan
V. E. Skoog
L. H. Young
H. S. Coulter

JAB:fw kw

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7592 Contractor H. A. Toole Construction Co.

Highway Central Oregon

Section Harper Junction

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

[redacted]

Grant.

Recommended for Approval:

Alfred Medley Jr
Regional Construction ~~Engineer~~ ~~Division Engineer~~

John A. Bond
for Construction Engineer or ~~Bridge Engineer~~

A. E. Johnson
Asst. State Highway Engineer

State Printing 37900

Contract No.	7592
Project designation	State State-Federal
Date awarded	June 1, 1971
Work started	July 26, 1971
Per cent completed	100% October 12, 1971 Date
Completion Date ~~No. of Workdays Allowed~~	August 15, 1971
Project Completed ~~No. of Workdays Used~~	September 2, 1971
Completion Date Requested ~~No. of Added Workdays Requested~~	August 31, 1972

E—320 (Rev.)—5M—6-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 4, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from .... days to .... days, within which to complete our Contract No. ...., without the assessment of liquidated damages. The said contract is described as follows:

Harper Junction Rock Production Project, Contract No. 7592

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Request extension from August 15, 1971 to August 31, 1971.

It took us longer than estimated to modify our crushing plant and add new equipment to meet the new sanding material specifications.

Respectfully submitted,

N. A. Toole Construction Co.
Contractor

By N A Toole
N. A. Toole

CONSENT OF SURETY

Date October 5, 1971

We, General Insurance Company of America,
Seattle, Washington, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert L. Anderson
Attorney-in-fact
George A. Atkinson Insurance Agency
P. O. Box 549, Boise, Idaho 83701

(SEAL)

....
Resident Agent

4k

REQUESTS FOR EXTENSION OF TIME

Commission Meeting November 24, 1971

Request No.	Contract No.	Contractor	Section and Highway	Time Requested	Recommendation
1	7592	N. A. Toole Constr. Co.	Harper Jct. Rock Production, Central OR Hwy	16 days	grant 18 days
2	7486	Madson & Stokes Elec. Contr.	"B" Avenue-Middlecrest Rd. (Lake Oswego) Oswego Highway	28 days	assess L.D. = $1,400
3	7401	Ross Bros. Constr. Co.	Midland Info Center, The Dalles-Cal. Hwy	11/30/70-4/14/71	assess L.D., 12/1/ - 12/14/70 $1,050
4	7323	Donald M. Drake Co. & S. S. Mullen	Sunset Hwy-Beaverton Sec. Beaverton-Tigard Hwy.	318 days	grant 104 days
5	7594	Cascade Constr. Co.	Raleigh Hills-Hillsdale Sec., Beavetton-Hillsdale Highway	6 days	grant 6 days
6	7501	Ross Bros. Constr. Inc.	Nestucca R. (Ollie Woods) Br., FAS 613	70 days	grant 37 days; assess L.D. 34 days = $3,400
7	7546	Robert D. Copeland	Jumpoff Joe Cr.-Louse Cr. Interch., FAS 17-102	14 days	grant 10 days; assess L.D. 18 days - $2,700
8	7214	Andersen-Hannan	W. Fremont Interch., Stadium Freeway	120 days	grant 58 days
9	7430	All City Landscape, Inc.	Sunset Safety Rest Area Sunset Highway	16 days	grant 13 days
10	7525	Robert L. Divine	Eugene (Blue Star) Safety Rest Area, Pacific Hwy W.	6/1/71-8/23/71	grant 6/24/71 (Unit a) 8/23/71 (Unit b)
11	7452	Peter Kiewit Sons' Co.	Hubbard Interch. Sec., Pacific Hwy. (I-5) (Unit a)	86 days	grant 13 days; assess L.D. - 35 days = $5,250
12	7151	Guy F. Atkinson Co.	Tualatin R.-Pacific Hwy. Sec., E. Portland Freeway	811 days	grant 103 days
13	7352	Gibbons & Reed Co.	Weatherby-Lime Sec., Old Oregon Trail Hwy.	37 days	grant 32 days
14	7492	Paul Zimmerly Road Constr.	Gellatly Summit Sec., Corvallis-Newport Hwy.	17 days	grant 10 days

RECEIVED
OCT 21 1971
FOR FILING

23-5328
7592

October 20, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed September 2, 1971 on Contract No. 7592. The contract was with H. A. Toole Construction Co., and was for rock production on the Harper Junction Section of the Central Oregon Highway in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 20, 1971, and that you concur in this procedure at the Commission meeting on November 30, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:dg

cc Floyd Query
Tom Edwards
A. E. Johnson
Gary Sund
F. D. Morgan
I. D. Merchant
L. H. Young
V. E. Skoog
H. S. Cox
H. S. Coulter

23-8328
7572

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Harper Junction

WEEK ENDING: October 1, 1971

SECTION PREFIX: 23-8328

HIGHWAY: I. O. N.

COUNTY: Malheur

NAME OF JOB: Harper Junction

KIND OF WORK: Rock Production

CONTRACTOR: N. A. Toole
N. A. Toole Construction Co.

CONTRACT NUMBER: 7592

FEDERAL AID PROJECT NUMBER: State

ESTIMATED COMPLETION DATE:

DATE OF CONTRACT: June 1, 1971

DATE WORK STARTED: July 26, 1971

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS:

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED:

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 68,700.00

EXCLUSIVE OF ENGINEERING: $ 62,700.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 62,700.00

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%

ENGINEERING AUTHORIZATION: $ 6,000.00

ENGINEERING COST TO DATE: $ 5,079.80

PERCENT OF AUTHORIZATION: 85 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

DATE PROJECT WAS COMPLETED: September 2, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 CuYd		
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,057 CuYd		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Sept. 26, Fair			
MONDAY	Fair			
TUESDAY	Cloudy			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy			
FRIDAY	Fair			
SATURDAY				

Routing
Morgan M
Decker
Bond D
Johnson

RECEIVED
OCT 1971
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate submitted October 1, 1971

This will be the final weekly report on this project.

SIGNED W E LOCATION Ontario
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
JUL 6 - 1971
FOR FILING

23-8328
7592

July 2, 1971

H. A. Toole Construction Company
1235 S. W. 2nd Avenue
Ontario, Oregon 97914

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7392 for the
Harper Junction Rock Production
Project of the Central Oregon
Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
P. F. Burnett

RECEIVED
JUN 10 1971

FOR FILING

23-8328
7592

June 10, 1971

M. A. Toole Construction Co.
1235 S. W. 2nd Avenue
Ontario, Oregon 97914

Gentlemen:

Enclosed are three copies of Contract No. 7592 for $60,000 awarded to you by the State Highway Commission on June 1, 1971, for rock production on the Harper Junction section of the Central Oregon Highway in Malheur County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is August 15, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Enclosures

cc Frank Morgan
I. D. Merchant
H. S. Coulter
P. F. Burnett

123-1120 Sheaville-Jordan Valley Sec., 1971
of I.O.N. Hwy., N. of Jordan
#7593 Valley. (Paving)

2

RECEIVED
[illegible] - 1972
FOR FILING

7593

March 1, 1972

U. S. Fidelity and Guaranty Co.
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

On February 16, 1972, we wrote to you concerning release of final payment on Contract No. 7593 awarded to L. W. Vail Co., Inc., for paving on the Sheaville-Jordan Valley Section of the I.O.N. Highway in Malheur County.

Final payment on this contract is $300 and the total contract amount is $352,972.46 including $2,429.83 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Assistant Secretary

fkm

cc L. W. Vail Co., Inc.
P. O. Box 647
Pasco, Washington 99301

U. S. Fidelity and Guaranty Co.
340 Central Building
Seattle, Washington 98104

Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Kerr
Wendell Schwartz

RECEIVED
FEB 17 1972

FOR FILING

23-1120

7593

February 15, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed September 30, 1971 on Contract No. 7593. The contract was with L. W. Vail Co., Inc., and was for paving on the Sheaville-Jordan Valley Section of the I.O.N. Highway in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 15, 1972 and that you concur in this procedure at the Commission meeting on February 22, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

VG:bb
cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Gary Ross
G. L. Bund
L. M. Young
F. D. Morgan
V. E. Skoog
H. S. Cox
W. J. Hart
W. E. Schwartz

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

A-67 (7-63)

H. S. Cox, County & City Engineer

ACCOUNTING DEPARTMENT

ADDRESS: Salem

DATE OF REQUEST: January 5, 1972

E AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NUMBER): Jordan Valley-Seaville Project

DATE OF ORIGINAL DOCUMENT: PA #1 - Attached

OOR'S NAME:

DATE OF VENDOR'S INVOICE: 1/5/72: See attached memo

ANTITY	UNIT	DESCRIPTION	CHARGE			CREDIT		
			DISTRIBUTION	AMOUNT		DISTRIBUTION	AMOUNT	
		PA Items	323-1715-201	21,648	15	123-1120-201	21,648	15
		Construction Engineering	323-1715-900	1,948	33	123-1120-900	1,948	33
		TOTAL		23,596	48		23,596	48

(FOR ACCOUNTING DEPT. USE ONLY)

ORIGINAL CHARGE ON VOUCHER

REASON FOR THIS REQUEST:

To transfer Jordan Valley-Sheaville Project (Contract #7593) PA charges to the Special City Allotment fund for City of Jordan Valley street work authorized from the SCA fund.

PREPARED BY: Oscar H. Norberg

APPROVED: D. V. Hamel

Sheaville - Jordan Valley

Contract # 7593

PA #1

Direction & Protection of Traffic		$ 1,200.00
12 in. C.M. Pipe	222 lin. ft. @ $5.50	1,221.00
1 in.-0 Crushed Rock	357.36 ton @ $3.00	1,072.08
Asphaltic Concrete	1,911.06 ton @ $9.50	18,155.07
		$21,648.15
	Engineering Costs	1,948.33
	Total	$23,596.48

123-1120
7593

FORM E- (REV 10-61)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sheaville - Jordan Valley
WEEK ENDING: October 30, 1971
SECTION PREFIX: 123-1120
HIGHWAY: I. O. N.
COUNTY: Malheur
NAME OF JOB: Sheaville - Jordan Valley
KIND OF WORK: Paving
CONTRACTOR: L. W. Vail Company, Inc.
CONTRACT NUMBER: 7593
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 1, 1971
DATE WORK STARTED: July 6, 1971
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 120
CALENDAR DAYS USED: 92
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 77
PROJECT AUTHORIZATION: $ 372,723.78
EXCLUSIVE OF ENGINEERING: $ 343,168.59
ENGINEERING AUTHORIZATION: $ 29,555.19
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 343,168.59
ENGINEERING COST TO DATE: $ 24,740.04
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%
PERCENT OF AUTHORIZATION: 84 %
DATE PROJECT WAS COMPLETED: September 20, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		
			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		6.8			6.8
MILES PARTIALLY COMPLETED					
MILES COMPLETED		6.8			6.8
TOTAL ESTIMATED QUANTITIES (CONTRACT)		32,200 Ton			26,600 Ton
TOTAL QUANTITIES CORRECTED TO DATE		32,300 Ton			28,500 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		32,300 Ton			28,500 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
RECEIVED
NOV 1 1971
29
CONSTRUCTION
DIVISION

BEN GIFFORD

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDEN

Ontario, Oregon
August, 17, 1971

SUBJECT: Sheaville - Jordan Valley
Contract No. 7593
P. A. to pave streets in
City of Jordan Valley

To:
H. S. Coulter
Regional Engineer
LaGrande, Oregon

The County - City Relations Section wants to do a City Allotment project in Jordan Valley. Because of geography, it is necessary to add this to the Sheaville - Jordan Valley project by Price Agreement in order to get it done.

Their justification for unusual traffic conditions is the location of the P.U.C. office on one of the streets and the traffic pattern on the other two in reaching said office.

The streets are well graveled and kept up, but with a high crown. No additional base is required, but reshaping before paving will be. They want five inches of asphaltic concrete or as close thereto as the available money will do

The City has requested that no driveways be paved, as this would involve pipes and make too much of an overrun. The pipe work included is for three cross pipes. They want to stay within the allowed $25,000 as they plan to pave some more streets with their available funds.

An agreement on work to be done was reached August 10. Present were Mr. Norberg and myself for the Highway Division, Mr. Terry Ackerman, City Recorder, and Mr. Alexander and Mr. Hjaltalin for L.W. Vail Co. Mr. Alexander furnished prices for the work desired.

Total amount of the work came to $21,792.00. Addition of 4½% contingencies of $980.64 and 8½% engineering of $1,852.32 brought the cost of the project to $24,624.96.

An analysis of the furnished prices is attached.

I think item no. 1 may be underestimated some and item no. 2 seems overestimated. The dollar amount of profit on the latter is relatively small, and taking the two items together (as they would be performed together) the prices seem reasonable to me.

Item no. 3, shoulder rock, is comparable to the contract, the variables in processing would seem to nearly balance. I do not expect to use all the quantity and it could run much less, depending on the amount of material wind rowed in shaping the grade.

Item no. 4, asphaltic concrete, is $1.01 per ton higher than the contract, which I think, correctly reflects the increased cost of placing.

Two typical sections are used, one with 32 feet of AC, and the other with 42 feet on Wroten Street. The additional 10 feet is added to the west side of this street for truck parking in front of the P.U.C. office.

I assume the work will be done upon completion of the contract paving. This would be October 11 on the Contractor's schedule. Available time extends to October 18.

W. E. Hoffman

W. E. Hoffman
Res. Eng'r

TABULATION SHEET

SHEET 1 OF 3 SHEETS

OREGON STATE HIGHWAY
DEPARTMENT

Sheaville - Jordan Valley

Paving Streets in City of Jordan Valley

Analysis of Costs

tem 41; Direct and protect traffic; excavate approximately 270 cu yd of material and waste on City furnished property; water, shape, and roll roadway to proper grade and condition for paving.

Lump Sum $1200.00

City will block off streets so direct traffic will be minor.

Exc. and haul 270 cu yd material.

980 loader and 10 cu yd truck; 7 loads per hour would take ½ day

Contractor based price on two days to do work; following tabulation based on this, plus his list of equipment he will use, prices at rental rates.

		Rental Equipment	operator	Fringe Benefits	$9.00 per day Travel & subsistence	Unit price	hours	Total
de	12 E	$15.10✓	$7.04	$1.13	$1.125	24.395	16	390.32
er truck	2000 gal	6.30✓	6.03	.92	1.125	14.375	16	230.00
ler	Vibrator 30 HP	9.20✓	6.50	1.13	1.125	17.955	16	287.28
der	4 cu yd 980	22.50✓	7.36	1.13	1.125	32.115	4	128.46
k	10 cu yd	11.75✓	6.03	.92	1.125	19.825	4	79.30
							Total	1,115.56

Profit 84.64 = 7%

E-49-

OREGON STATE HIGHWAY
DEPARTMENT

SHEET 2 OF 3 SHEETS

Sheaville – Jordan Valley

Paving Streets in City of Jordan Valley

Analysis of Costs

tem #2; 12" Corr. Met. Pipe, installed including Excavation

244 Lin. ft. @ 5.50 = 1,342.00

Contractor received quotation of $2.55 per ft. delivered, figured $2.50 to lay and added 45¢. He will rent the local backhoe.

		Rental Equipment	operator	Fringe Benefit	Travel & Subsistence	Unit price	hours	total
ckhoe	Assume under 45 H.P.	7.25	6.52	1.13	1.125	16.025	8	128.20
borer	(2)		5.25	1.20	1.125	7.575	16	121.20
uck-flatbed-2 ton		4.00	5.93	.92	1.125	11.975	8	95.80
uck	10 cu yd	11.75	6.03	.92	1.125	19.825	1	19.83
					Total installation			365.03

365.03 ÷ 244 = $1.50 installation

Pipe Cost 244' @ $2.55 = 622.20

Total cost 987.23

Profit 354.77 — 26%

Item # 3; 1"-0 crushed rock in base and shoulders

400 ton @ $3.00 = 1,200.00

1"-0 used because that is what is available. The quantity is probably high, we will not know what it will take until the preparation is completed.

Price on Contract 32,200 tons @ 2.95 = $94,990.00

Quoted price 400 " 3.00 = 1,200.00

Average haul is very close to same distance in both operations.

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 3 OF 3 SHEETS

Sheaville – Jordan Valley

Paving Streets in Jordan Valley

Analysis of Costs

Item # 3 continued

Plant mixing will not be required – laying costs will be higher as spotting and working small areas individually will be required. On balance, costs should be close to equal for both operations.

Item #4 Asphaltic Concrete

1900 tons @ 9.50 = 18,050.00

from Contract;

A.C. 26,600 tons @ $5.65 = 150,290.00
Asphalt 1,730 tons @ 43.70 = 75,601.00
$225,891.00

225,891.00 ÷ 26,600.00 = $8.49 per ton

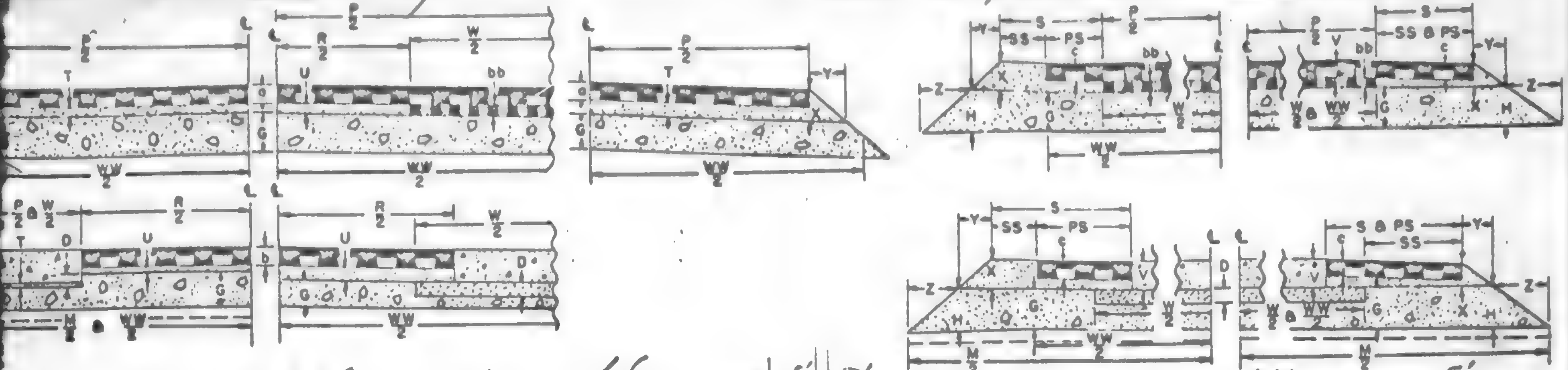
As the haul is comparable, the $1.01 extra reflects the extra cost of laying, particularly in backing up. It will be necessary to back up 4 times the length of Oregon and Blackaby Street and 6 times the length of Western Street. In addition, hand work will be required on 6 intersections.

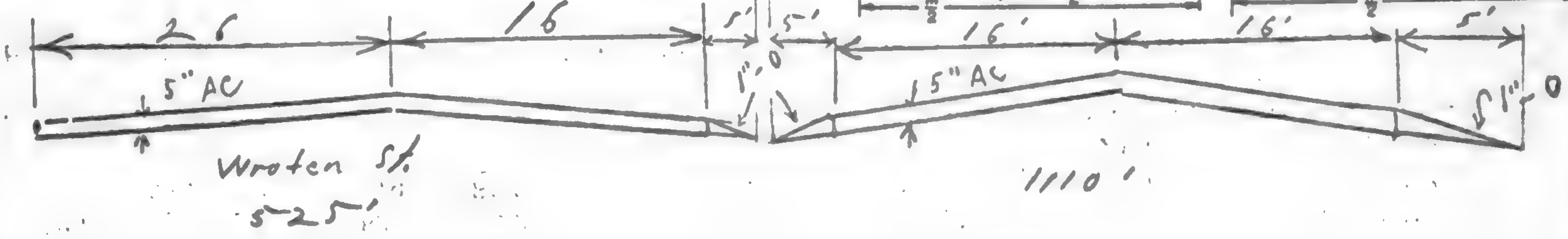
OREGON STATE HIGHWAY DEPARTMENT

Sheet:______ of______ Sheets

Made By *WEH* Date *5-12-71* Checked By__________ Date__________

Section *Jordan Valley* Highway *City Streets* County *Malheur*





Length of Section (L)________ Feet (Use above space for sketch of Typical Section used and/or calculations)

Specific Gravity *2.95*

LIME TREATED SUBGRADE (M)______ X (L) ______ / 9 ________ ________ (s)________Sq.Yds.

(Depth in inches) Lime ______ / 6 X .01125 X (s) ________ = ________Tons

AGGREGATE BASE

[((G) *42 + 5* (H) / 2 X (SS+Y)) + ((H) / 2 X (Z)) / 27] + [((G) + (H) / 2 X (SS+Y)) + ((H) / 2 X (Z)) / 27] ((L) *1635*) = *63.58*

((WW) X (G) / 27 X (L)) or [((WW) X (G)) - ((D) X (W)) / 27 X (L)] = ________

63.58 { (1.30) = ________ Cu.Yds. / (2.07*) = *131.61* Tons }

500 x 6" x 10' x 1/27 x 2.07 might be needed under widening on Wroten St. *191.67*

323.28

TOP COURSE BASE and SHOULDERS

Top Course [((R) X (U)) + ((P) X (T)) / 27] ((L)) = ________ } ________ { (1.30) = ________ Cu.Yds.

Shoulders [((V) + (X) / 2 X (S)) + ((X) / 2 X (Y)) - ((PS) X (C)) / 27] (2) ((L)) = ________ { (*) = ________ Tons

WATERING Crushed Material ________ Cu. Yd. X .025 = ________ } ________ M-Gals
Earthwork ________ Cu. Yd. X ________ ** = ________

**Furnished by Construction Department

CEMENT TREATED BASE ((W) X (D) / 27 X (L)) ( )* = ________ (e) ________ Tons

Cement in C.T.B .055 X (e) ________ = ________ Tons

Asphalt in Seal (W) ________ X (L) ________ X .000091 ________ Tons

PLANT-MIX [illegible] (W)________ X (L)________ X (bb)________ X (Tons/Sq.Ft. 1" Thick)*________ = ________ (f)________ Tons

Asphalt in Bituminous Base Mixture .055 X (f)________ = ________ Tons

ASPHALT CONCRETE PAVEMENT

Roadway (P) *32* X (L) *1110* X (a) *5* X (Tons/Sq.Ft. 1" Thick)* *.00666* = *1182.82*
Shoulders & Median (R)+(PS) *42* X (L) *525* X (b or c) *5* X *.00666* = *734.27*
} ________ (g) *1917.09* Tons

*See other side for factor.

Asphalt Cement in Mixture .065 X (g) ________ = ________ Tons

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "a", "b", "c", & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet & decimals of feet.

SCA

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

August 17, 1971

Mr. Terry Ackerman
City Recorder
City Hall
Jordan Valley, Oregon 97910

Dear Mr. Ackerman:

Reference is made to your letter of July 28 requesting assistance to improve certain streets with Special City Allotment funds.

On August 10, 1971 a representative of the County-City Section met with Jordan Valley city officials and representatives of the contractor at which meeting the contractor agreed to do the street improvement for $22,392 under a price agreement. The Regional Office will prepare this agreement for the contractor's signature and forward it to the Salem office for consideration. We will keep you informed of the action taken in this matter.

We are in accord with the wishes of Jordan Valley to improve these streets and trust that this may be the means to help accomplish it.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Tom Edwards
F. E. Klaboe
A. E. Johnson
Victor Wolfe
L. H. Young
V. E. Skoog
H. S. Coulter
H. S. Cox ✓

RECEIVED
COUNTY & CITY SECTION
AUG 17 1971
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☑ RE ☐ RPE ☐

Form E-123

RECORDS OFFICE
City of Jordan Valley
JORDAN VALLEY, OREGON
97910

28 July 1971

Edwards
Dist [illegible]
ALP
Klados. Engr.

Mr. Forrest Cooper
Oregon State Highway engineer
Highway Building
Salem, Oregon

Dear Sir;

I an writting to you in regards to ORS 366-805,"Special City Allotments Funds," for the City of Jordan Valley.

As you know we have for a number of years filed with your Office a request for the Oiling of a four block area. In 1971 we failed to do so again becasue each time your reply was that due to the isolation of Jordan Valley it would not be pratical at this time, wait until a Construction Crew comes to this area The Highway Department is preparing to rebuild a portion of High way 95 north from town, just two blocks from this four block are that we have proposed to Oil.(these four blocks have a liner fot lenght of about 1620 ft).

ok

The City has $4000.00 in special Oil Projects funds plus some money in street repair work that could be used for this project, would it be possibe for the City Of Jordan Valley to recieve and aid from the State Highway Department so that this project could be completed this summer.

I have talked with the Foreman of the construction crew. He has expressed his willingness to do this work.

Your reply to this letter is most urgent as I and told that reconstruction of 95 north will start in a few days. ✓

Very Truly Yours

Terry Ackerman
Mr. Terry Ackerman
City Recorder
Box 73
Jordan V alley Oregon
97910

7/0-1 — 586-2297

No Rock available
except 30 to
0 mile haul

RECEIVED
COUNTY & CITY SECTION
AUG 4 - 1971
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

all State oiling & Paving Crews are
outside this area.

RECEIVED

RECEIVED
JUL 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Sheaville – Jordan Valley Sec.
Paving — $372,700

☐ ENGR: ☑ OR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Salem, Oregon
August 13, 1971

Assignment #4300
Jordan Valley Street Improvement
Negotiated Contract

Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Herewith suggested reply to City of Jordan Valley regarding improving of city streets by a negotiated contract with State's contractor on the Sheaville-Jordan Valley Section of the I.O.N. Highway.

It is our understanding a letter is going to the Highway Commission on September 7 replacing the canceled Willamina SCA project with this project in Jordan Valley.

The matter has been reviewed with the City of Jordan Valley and contractor and proper arrangements should be made by Region 5.

D N Howard
H. S. Cox
County and City Engineer
County and City Section

DNH:lat
Att.
cc: Tom Edwards

MEMO TO THE FILES
August 13, 1971

The City of Jordan Valley has asked for a Special City Allotment project on the streets shown tinted in red on the attached map. Their request was made at this time because the L.W. Vail Co., Inc. has a paving contract under way on the I.O.N. Highway adjacent to these streets.

The streets qualify for the improvement and the contractor has agreed to perform the requested work for $22,400 which is in all likelihood the cheapest price that can ever be offered for the work.

The Special City Allotment project for Willamina was cancelled by the Council's request of May 21, 1971, which made the $25,000 allotment available for the City of Jordan Valley.

The purpose of this memo is to inform the respective Highway Division Sections that the allotment transfer is being made so they can take the steps indicated by this action.

H. S. Cox
County and City Engineer

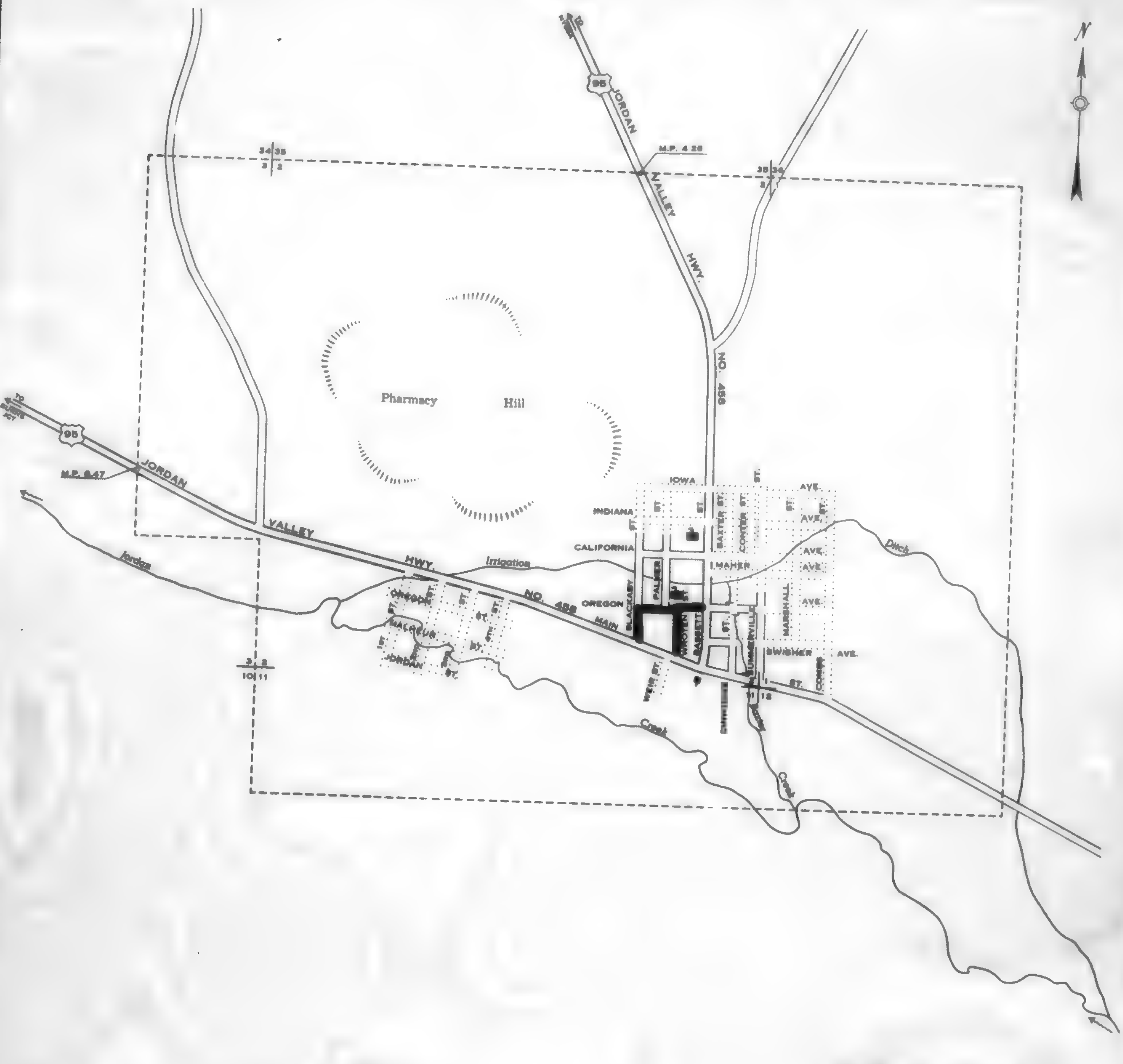
By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer
County and City Section

OHN:lat
Att.
cc: F. B. Klaboe
L. H. Young
D. A. Ridings
V. E. Skoog
H. S. Coulter
Our Copy

NOTED
DON HARWELL


N
TO
95
JORDAN
VALLEY
HWY.
M.P. 4.26
34 35
3 2
35 36
2 1
NO. 456
Pharmacy
Hill
M.P. 6.47
JORDAN
VALLEY
HWY.
NO. 456
MAIN
Irrigation
Ditch
Jordan
Creek
IOWA
INDIANA
CALIFORNIA
OREGON
MALHEUR
JORDAN
ST.
AVE.
MAHER
BAXTER ST.
CONTER ST.
MARSHALL
SWISHER AVE.
BLACKABY ST.
PALMER
WROTEN
BASSETT
WEIR ST.
SUMMERVILLE
COMBS
3 2
10 11
11 12

SIGNED ROUTES

INTERSTATE 0
U.S. 00
ORE. 00

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits

JORDAN VALLEY

MALHEUR COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 195

Scale in Feet

Revised April 1965

SCA

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

August 13, 1971

Oregon State Highway Commission

Gentlemen:

The City of Willamina had been granted an improvement project for this year under the special allotment grant to small cities. They have requested that their project be withdrawn inasmuch as the cost would have exceeded the allowable maximum of $25,000. They had no funding to cover the overrun.

The City of Jordan Valley since 1969 has been desirous of a project of improvement of the streets shown on the attached map but none has been scheduled due to lack of any contract work in the area. Contracting the small job under those conditions would not have been economical. We now have a contractor working in the area and I would recommend approval of a project totaling $20,000 to be carried out on a negotiated basis with the present contract operation which is an overlay on the ION Highway in the immediate area. Contract prices are extremely reasonable.

This matter was approved by Chairman Jackson on August 13, 1971. It will be on the agenda for the September 7 meeting for confirmation.

Very truly yours,

ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
State Highway Engineer

Attachment

RECEIVED
COUNTY & CITY SECTION
AUG 16 1971
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor Wolfe
H. S. Cox
L. H. Young
V. E. Skoog
F. D. Morgan
Frank L. Hall
J. B. Boyd
H. S. Coulter

Form E-123

City of Jordan Valley
JORDAN VALLEY, OREGON
97910

12 August 1971

H. S. COX
State Highway Commission
Salem, Oregon

Dear Mr. Cox:

The City of Jordan Valley respectfully requests the Commission to approve a Special City Allotment Project for paving the Streets shown on this attached map.

Our appeal to you for this Project is made at this odd time because there is now a Contractor in the immediate vicinity that can pave these streets at a cost that will be within the finances available if we can get this S C A grant.

Thank you for any help that you may give us in this matter and will appreciate any improvement that can be make.

City of Jordan Valley

Terry
Terry Ackerman
City recorder
Jordan Valley Ore.
97910

RECEIVED
COUNTY & CITY SECTION
AUG 16 1971
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☑ CE ☑ RE ☐ RPE ☐

City of Jordan Valley
JORDAN VALLEY, OREGON
97910

12 August 1971

State Highway Commission
State Highway Building
Salem, Oregon

Attn. Mr. H. S, Cox.

Dear Sir;

The City of Jordan Valley would like to purchase approximately 1000 yards of crushed rock from the State rock pit located about two miles NW of this City.

This material is to be used for street improvement on California and Blackby Streets in Jordan Valley plus a few private driveways.

fro the City of Jordan Valley

Terry
Terry Ackerman
City Record

RECEIVED
COUNTY & CITY SECTION
AUG 16 1971
☑ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

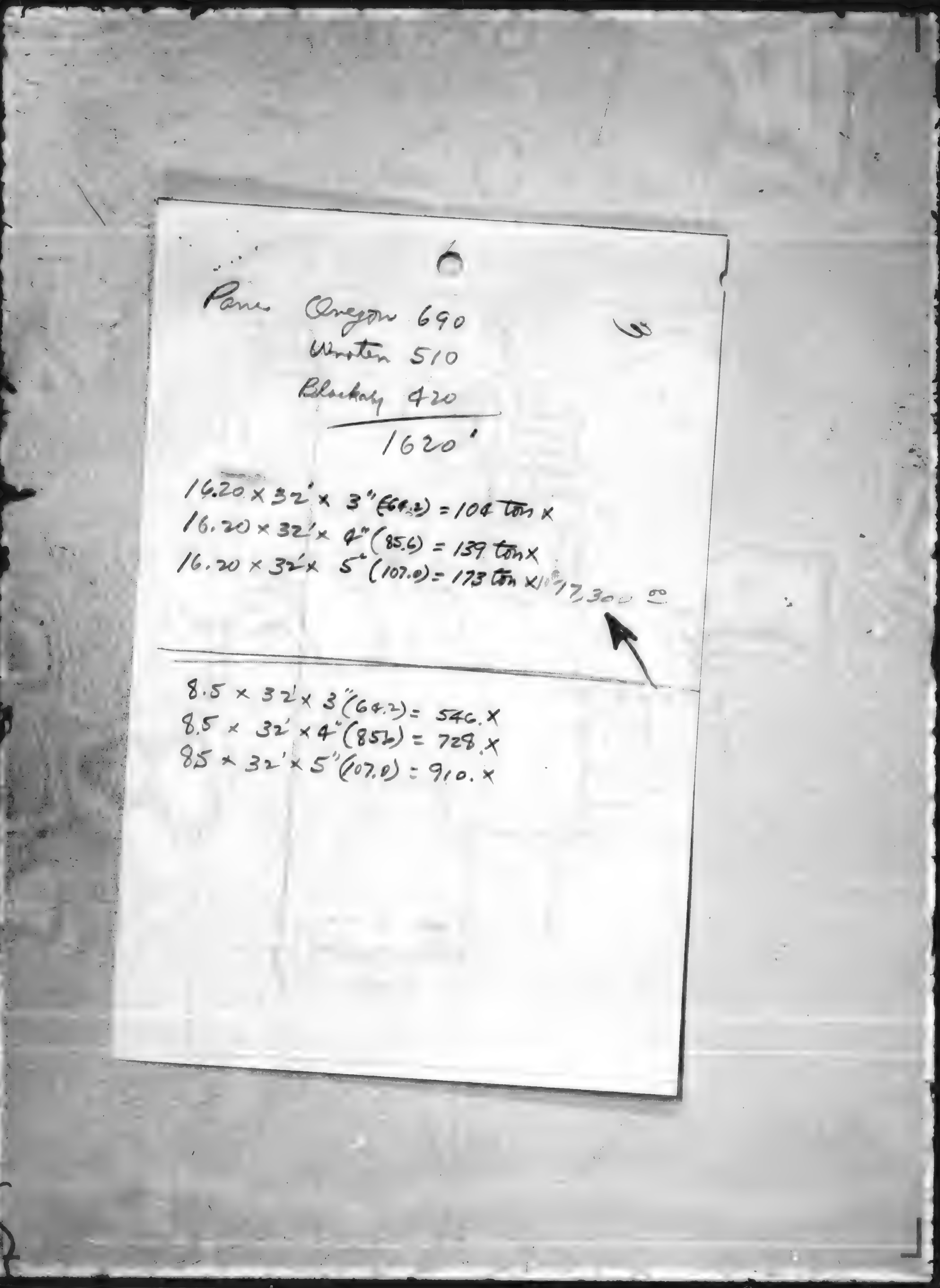
8/18/71-I phoned Terry & told him to handle the crushed rock deal at that end but to get Bill Hoffmann in on the deal so he could get permission from Clayton Ancel and the state at that end re; stockpile site & Truck meas. Vs stockpile etc meas.

Sheaville-Jordan Valley Section

NO.	ITEM AND QUANTITY		UNIT	UNIT PRICE	AMOUNT
001	TEMPORARY PROTECTION AND DIRECT TRAFFIC	1.000	LUMP SUM	2.500.0000	2.500.00
002	PLANT-MIX AGGREGATE BASE	32.200.000	TONS	2.9500	94,990.00
003	CLASS B ASPHALT CONCRETE MIXTURE	26.600.000	TONS	5.6500 ✓	150,290.00
004	ASPHALT CEMENT IN MIXTURE	1.730.000	TONS	43.7000	75,601.00
005	ASPHALT IN TACK COAT	23.000	TONS	70.0000	1,610.00
006	EXTRA FOR ASPHALT APPROACHES	15.000	ONLY	60.0000	900.00
			Total amount of contract		325,891.00

7.98/ton

L W VAIL CO INC
PASCO WASHINGTON



Panes Oregon 690
Wooten 510
Blackaby 420
1620'

16.20 x 32' x 3" (64.2) = 104 ton x
16.20 x 32' x 4" (85.6) = 139 ton x
16.20 x 32' x 5" (107.0) = 173 ton x10 17,300^{00}

8.5 x 32' x 3" (64.2) = 546. x
8.5 x 32' x 4" (856) = 728. x
8.5 x 32' x 5" (107.0) = 910. x

Direction & Protection of Traffic — Excavate widening 10' W. side of Wroten — Shape Roadway & ditches

for a Lump Sum Amt. of $\$\,1200^{00}$

Includes Watering &
about 270 CY in Widening
(Ave 16" deep — 510' long)

Install 244' feet of 12" Culvert Pipe @ $\$\,5^{50}$ per foot 1342^{00}

(includes Excavation)

A.C. Pavement 5" X 32' wide 1900 Tons @ $\$\,9^{50}$ per ton [illegible] 18050^{00}

Base Rock 600 Ton @ 3^{00} / ton

3^{00} / to. 1800^{00}

			$\$\,22{,}392$
E & C	Plus	+ 14½%	3247
			25,639

[illegible] Valley
Oregon Street

Oregon St	[illegible]	690'
Weston St		[illegible]
[illegible] St		430'
		1620

10.00

5" Thick $17,334 @ $10.00/ton
107.0 X 1620 =

32'
4" AC 85.6 X X 1620 = 1385 Tons

64.2 X1620 = 10,40 Tons = 8300

$10,000

10

210-6318
Ed Pease

3 Mat'l

#1 $\frac{1}{2}$ Mi N. $\frac{1}{2}$ Mi W.

#2 # $3\frac{1}{2}$ 2 MiE

Run
Pit 19.5 10N

#3 $7\frac{1}{2}$ Mi N

Zitz
2621

S.C.A. Investigation Data

City of *Jordan Valley* Date ______ 19__ Div.___ ______

Population: 19__ ______

Street ____________

No. previous projects *1*

Last project *1963* (year)

Total SCA funds $ *20,000*

Funds/capita $______

Average/capita $______

EXISTING

Surface now in place: A.C. ____ Oil____ Gravel____ Concrete______

Surface width: ________ feet, Shoulder-shoulder width: ________ feet

C-C width: ________ feet, R/W width: ________ feet

Remarks: ____________

PROPOSED

Surfacing: A.C. _____ Oil _____ Other ____________

Pave. width: ____ feet, Shoulder width ____ feet, C-C width: _____ feet

BASE DESIGN: A.C. _____ inches, Leveling ____ inches, Base _____ inches

Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches

Length: ______ mile, ______ feet. Type curb: ____________

Remarks: ____________

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff.	all	all	$ L.S.	$
($500-$1,000)	all	all	L.S.	
Clearing & grubbing	c.y.			
General excavation	mile			
Finishing roadbed & slopes ($1,500)	c.y.			
Trench excavation	M-gal.			
Watering	c.y.			
Level material (3/4-0)	c.y.			
Base material	ton			
Asphalt	all	all	L.S.	
Binder	each			
Concrete inlets	lin. ft.			
Culvert pipe	c.y.			
Concrete curbs				

*Items include 10% allowance

Total $______

Perm. signing ($100/intersection) ______

Flagging ______

Total $______

Engineering & contingencies (20%) ______

Total $______

City's estimated share of survey ______

TOTAL ESTIMATED COST $______

Jordan Valley

℄ 00 Bassett

St. [illegible] 240'-

St. [illegible] Center ~~687'~~ 690

[illegible] [illegible] 1110

[illegible] Days on [illegible]

(Oregon St. 0.21 Mi. = 1110'
(@ Blackaby St

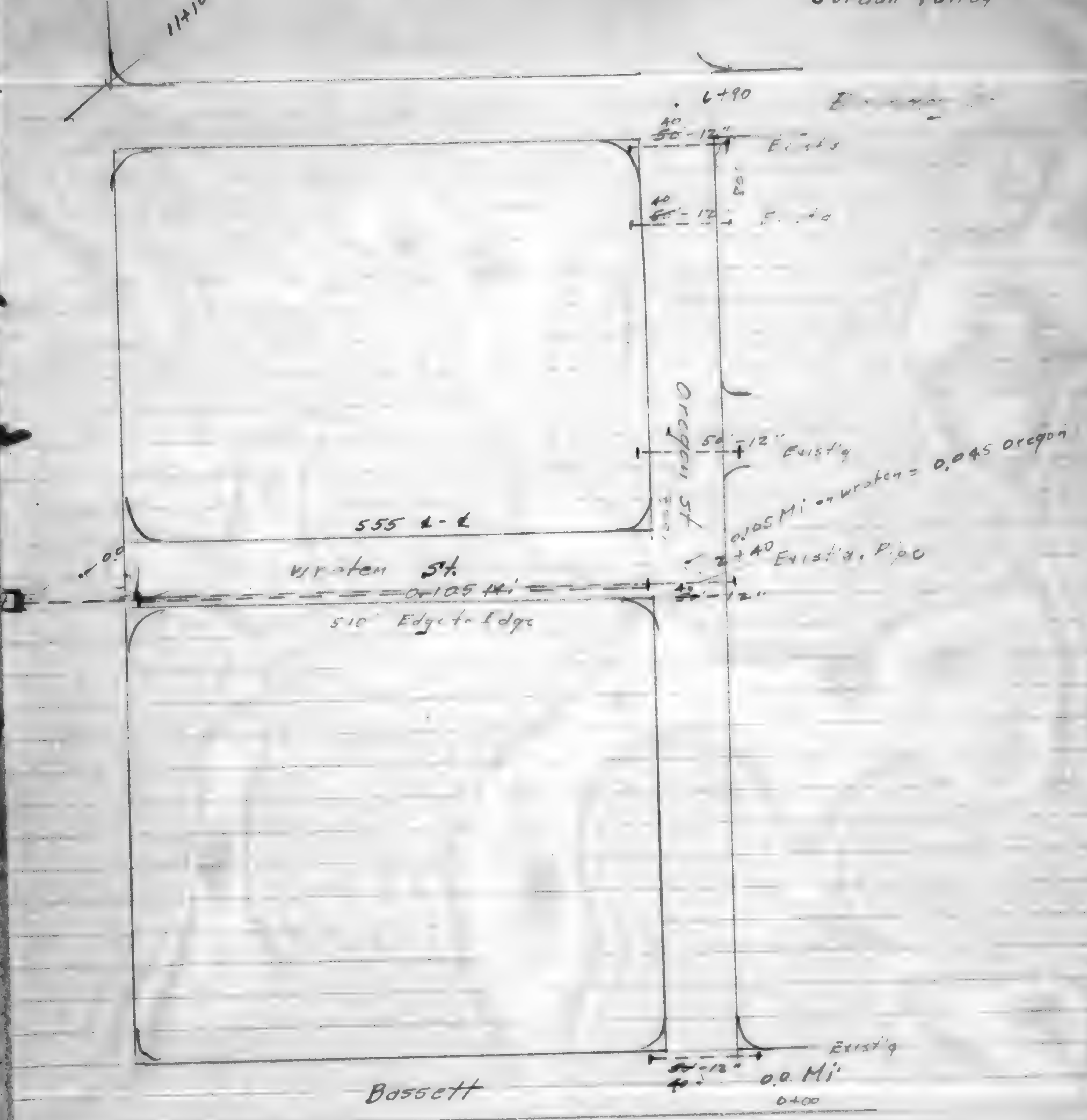
3 Days on Blackaby

12 Days on Wroten

0.105 Wroten St. length [illegible] to Center 555

$$\begin{array}{r} 555 \\ -45 \\ \hline 510 \\ 1110 \\ \hline 1620 \end{array}$$

July 15, 1969
Jordan Valley


11+10
6+90
40
~~50~~-12"
Exist'g
40
~~50~~-12"
Exist'g
Oregon St
50'-12" Exist'g
0.105 Mi on wroten = 0.045 Oregon
2+40 Exist'g. Pipe
555 ℄-℄
0.0
Wroten St.
0.105 Mi
40
~~50~~-12"
510' Edge to Edge
Exist'g
~~50~~-12"
40
0.0 Mi
0+00
Bassett

Jordan Valley
Oregon Street
from Bassett to
Blackaby

Length 690'
Extra length 50'
740'

Gen'l. Exc 740 X 2.5 X

510' wratch

690 Oregon

420 Blackaby

1620

$\frac{1620' \times 32}{9}$ = 5760 Sq Yd

Agg 5760 x 0.05 = 288 C.Y. Agg.

Asph 5760 × 0.95 = 5470 gals × $\frac{1}{238}$ = 23 Tons 25 Tons

Emuls. 5760 × 0.25 = 1440 gals × $\frac{1}{240}$ = 6 Tons 10 Tons

$25 \times 65^{\underline{00}}$ = 1625

$6 \times 68^{\underline{00}}$ = 410

$288 \times 5^{\underline{00}}$ = 1440

3475

July 15, 1969
Jordan Valley.

I talked to the Mayor, Acarregui & Terry Ackerman, Recorder about an oil mat on top of what they have.

Ackerman said they had from 15" - 18" base in exist'g Road

I told them I would work up something that would Cost $25,000 along the line of an oil mat 32' wide or wider.

Blade in ditches & place Dwy pipes to grade & the property owners could pay for their own Dwy. Drainage is a problem

They Claim there are 250 Trucks passing thru daily from Cal to Idaho. They drive on Wroten St. for P.U.C. permits & there ~~is~~ are a lot of trucks stored on these streets.

It looks like the Existing Rock Surfacing is so mis shapen that the thickness may not be Sufficient with an oil mat [illegible], the State Highway Commission [illegible] City's request for [illegible] of portions of Oregon Ave, Blackaby and Wroten street, as provided for by ORS 366.805.

The project was not approved because the cost would be beyond the financial capabilities of the city.

It was hoped that an SCA project for Street improvement in your town could be scheduled at the same time when other highway construction work of similar type was to be done in your area, so the unit prices could be within reach of the available money.

Feel free to reapply for an SCA project and we hope there will be a Highway Construction project with which your job can be coordinated to make it feasible.

vty

Oscar H. Norberg
Field Engineer

Terry Ackerman Ph 586-3297

On July 15, 1969 I talked to James F. Accarregui, Mayor, Terry Ackerman Recorder, and one Councilman. They all said they wanted an oil mat on the existing streets applied for. These were Oregon Avenue, Wroten Street and Blackaby Street South of Oregon, the combined length of all being 1620'.

I told them that the design of the base for the street section would be determined by the Soils Division if it is built as an SCA project. Ackerman said the existing base is 15" to [illegible] in depth.

The existing streets were misshapen with slight humps and excess crown. It seemed to me that a blade would have to shape the roadway and about 3" of surfacing would be required for a leveling course ahead of an oil mat to get the strength because the shaping would cut thin spots at the humps.

I asked the Soils Division to consider both the construction asked for by the city and also the design they considered best. I have not gotten any response from them about this, probably because Jordan Valley was left off of my final list of cities for approval.

I made my estimate on one block of Oregon Avenue and Wroten Street for the 1970 program. This was for reconstruction ith 44' between Curbs. because I thought that would be the construction the Soils Division would require. The drainage could be carried west in gutters on Oregon Avenue to Wroten Street and in a 12" storm sewer that would carry the water along Wroten street to the existing pipe across the Highway. The $4500 cost of Curbs to the City would be about what the oil Mat and leveling course would cost for the 1620' of street the City applied for. These costs are assuming another

Job would be in the area at the same time.
Side ditches and approach pipes would be crowded for
room between poles and trees, especially on Wroten Street
A curbed section would conserve width of right of way

S.C.A. Investigation Data

City of Jordan Valley Date July 15, 1960 Div. 5
Population: 19__ -   19__ ______
Street Oregon St. from [illegible] &
Winters from Oregon St. to Main St.

No. previous projects ____
Last project ______ (year)
Total SCA funds $______
Funds/capita $______
Average/capita $______

EXISTING

Surface now in place: A.C. ____ Oil ____ Gravel ____ Concrete ______
Surface width: ______ feet, Shoulder-shoulder width: ______ feet
C-C width: ______ feet, R/W width: ______ feet
Remarks: ______

PROPOSED

Surfacing: A.C. ____ Oil O– Other ______
Pave. width: 12 feet, Shoulder width 10 feet, C-C width: ____ feet
BASE DESIGN: A.C. – inches, Leveling 2" inches, Base 15" inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.14 mile, 730 feet. Type curb: None
Remarks: I talked to Mayor Acarregui & [illegible] They wanted an oil mat [illegible]

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500.00
Clearing & grubbing	all	all	L.S.	–
General excavation	c.y.	3280	1.75	5740.00
Finishing roadbed & slopes ($1,500)	mile	—		
Trench excavation	c.y.	110	6.00	660.00
Watering	M-gal.	70	5.00	350.00
Level material (3/4-0)	c.y.	290	5.25	1522.50
Base material	c.y.	2270	5.00	11,350.00
Asphalt 200-300 includes Seal Asp.	ton	20	95.00	1900.00
Binder	all	all	L.S.	610.00
Concrete inlets GB-1	each	4	175.00	700.00
Culvert pipe 12-inch Storm Sew	lin. ft.	595	5.00	2975.00
Concrete curbs	c.y.	—		–
Min. Agg.	C.Y.	195	9.00	1755.00

*Items include 10% allowance

Total	$ 28,062.50
Perm. signing ($100/intersection)	200
Flagging	200
Total	$ 28,462.50
Engineering & contingencies (20%)	5692.50
Total	$ 34,155
City's estimated share of survey	540
TOTAL ESTIMATED COST	$ 34,695

$2000 \times \frac{9155}{34155} = 540$

$ 35,000

Oil Binder Cs
22
22

Wroten from Oregon to Main
Oregon from Bassett to Wroten

2" Oil Mat & Binder
2" Lev. C.
16" Base

Gen'l Exc. $\frac{44' \times 3.5 \times 730 \times 1.1}{27} = 3280$ C.Y.

510
200
20 Extra
730'

Trench Exc. $\frac{550' \times 3.0 \times 1.5 \times 1.1}{27} = 100$ C.Y.

$\frac{45' \times 3.0 \times 1.5 \times 1.1}{27} = 8.3$ C.Y. 10 C.Y.

595 – 15" Conc. Pipe

4 Conc. Inlets [illegible]

Base $44 \times \frac{1.33 \times 730 \times 1.43}{27} = 2270$ C.Y.

Lev. C. $\frac{44 \times 0.17 \times 730 \times 1.43}{27} = 288$ C.Y. 290

Watering $2558 \times .0275 = 70$ M-Gals

Binder Cs. $44 \times 137 = \$61^{00}$

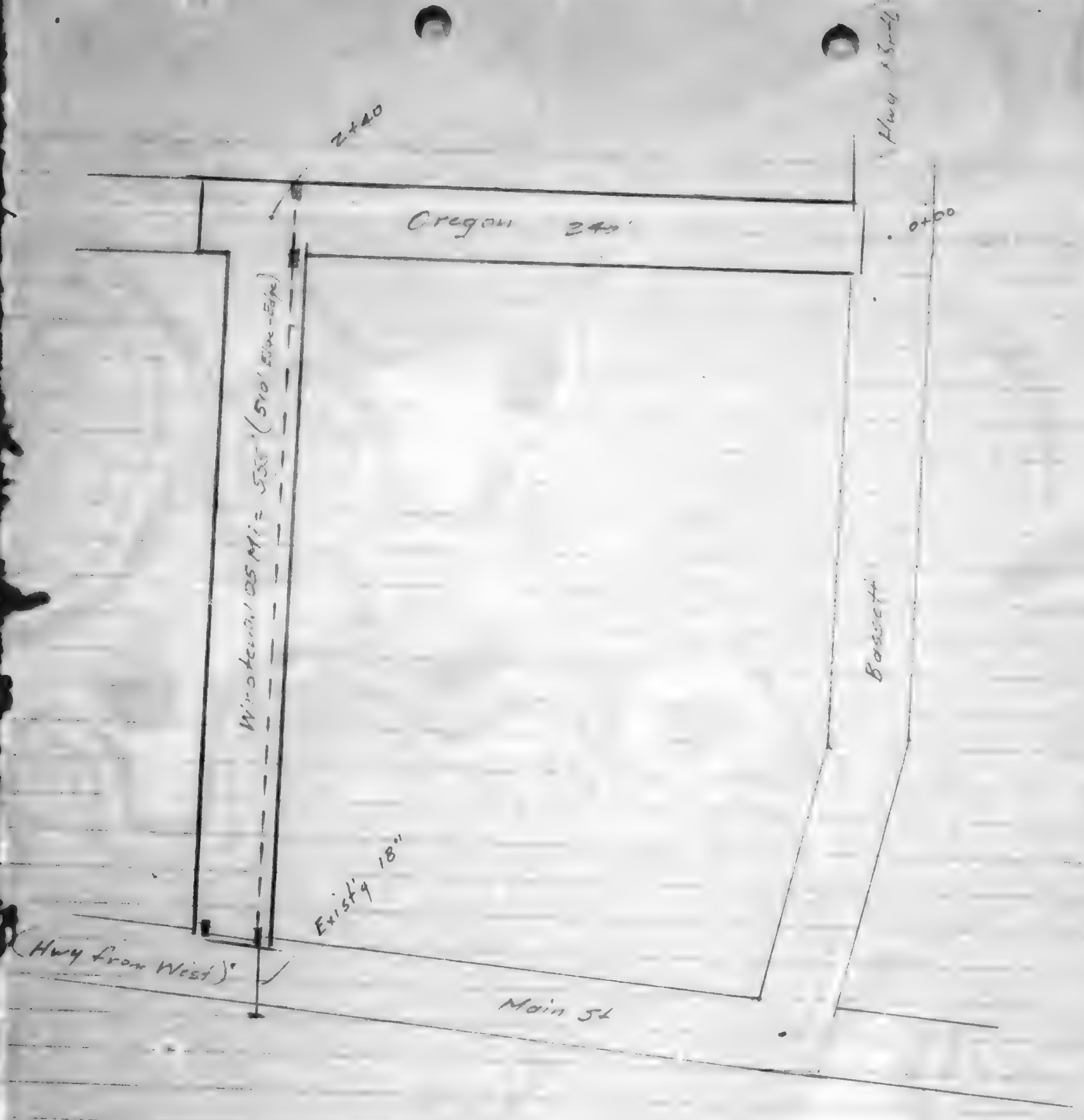
Oil Mat $\frac{730 \times 44}{9} = 3570$ Sq Yds.

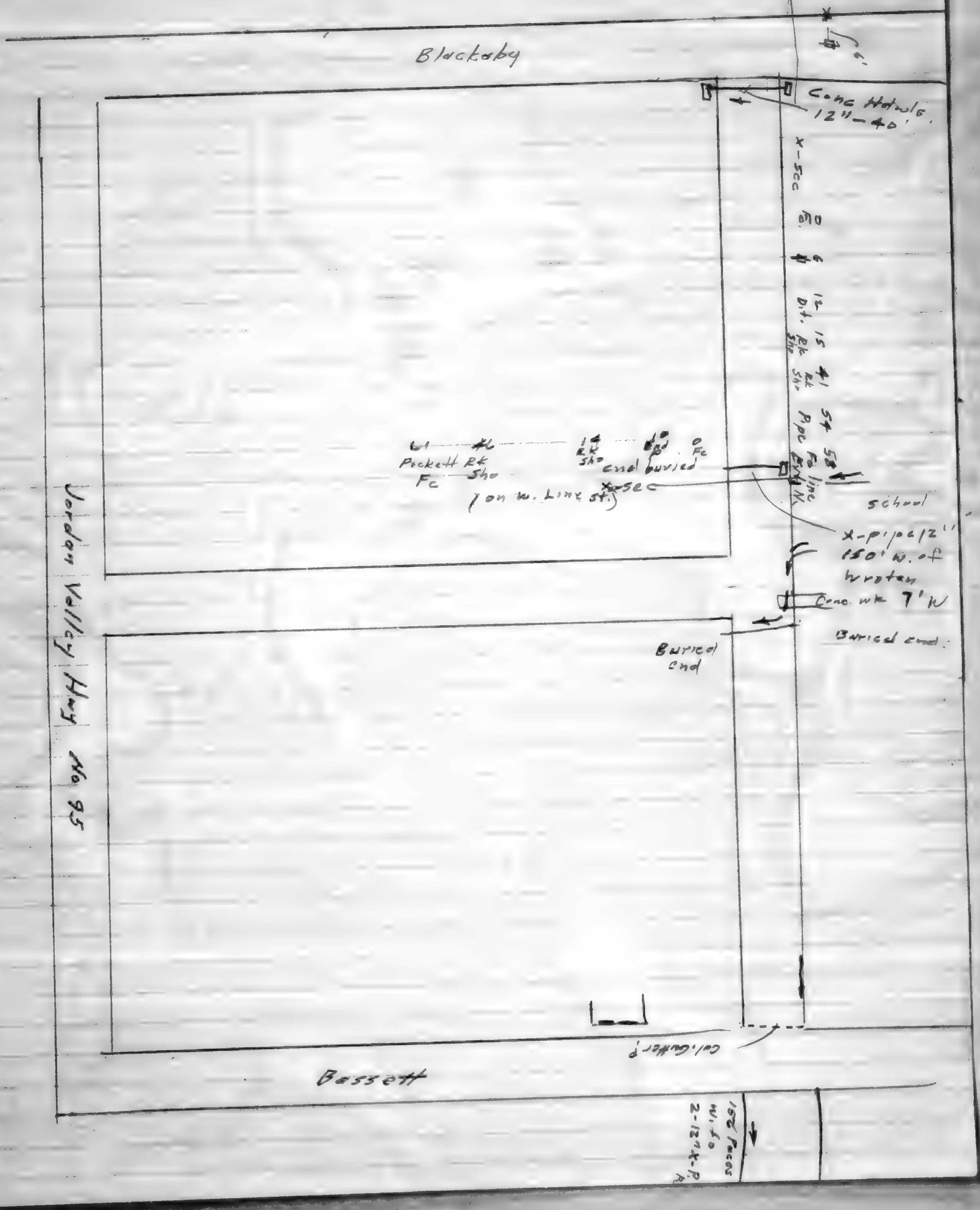
Aggregate $3570 \times 1.1 \times 0.049 = 193$ CY. 195 CY.

200-300 Asph. $3570 \times 1.1 \times \frac{0.25}{269} = 14.4$ 15 Tons

Emuls Asph $\frac{3570 \times 1.1 \times 0.25}{245} = 4$ Tons Use 200-300

No Curbs or [illegible]


2+40
Hwy (3rd)
Oregon 24'
0+00
Winstead .05 Mi = 535' (510' Edge-Edge)
Bassett
Exist'g 18"
(Hwy from West)
Main St


Blackaby
6'
Conc Hdwls.
12"-40'
x-Sec
0
6
12 Dit. Sh.
15 Rk Sh.
41 Rk Sh.
54 Pipe
58 Fc line
End W.
school
x-pipe 12"
150' W. of wroten
Conc. wk 7' W
Buried end.
Buried end
61 Packett Rk Fc
46 Sho
14 Rk Sho
end buried
0 Fc
x-sec
(on W. Line St.)
Jordan Valley Hwy No. 95
Col. Gutter P
Bassett
152 Paces W. to 2-12" x-P. R.

	12" pipe	
Blackaway & Main Int	50'	x-pipe
App @ City Hall Bldg.	22'	
App S. Side Oregon	18'	
Oregon & Palmer Intersection	50'	x-pipe
W. side of Wroten walk	8'	
" " " walk	8'	
E. side of Wroten App	18.'	
" " " "	18	
" " " " "	24	
" " " " "	24	
At Oregon & Wroten	6' Rt	x-pipe extensions
" " " "	6 Lt.	" "
On N. side of Main at Blackaway	132'	
	396'	lin. Ft 12"

Tr. Exc $\frac{396 \times 3.0 \times 2.2 \times 1.1}{27}$ = 106 C.Y.

Exc W. side of Wroten 10' × 1.3 Ave depth =

Vol = $\frac{510 \times 18 \times 1.1}{27}$ = 270 C.Y. × 2^{50} = 675^{00} Grading

Shaping Roadway & Ditches 32 hrs. @ 20 = $640 (blade)

Watering 380 × 0.0275 = 10 M-Gals @ 5^{00} $50

Direction & Protection of Traffic $600

$1915

Say $2,000 lump sum for Grading & Traffic

1

396 × 6^{50} = $2570
106 × 6^{00} = $636
$\frac{\$3206}{396}$ = $8.10/ft.

50
12
50
132
244
81
244
1952
197.64

Grading, shaping Road way & ditches – Including direction & Protection of traffic $2,000

Pipe Installed 400' @ $8^{\underline{10}}$ = $3240

A.C. Paving 19[illegible] Tons @ $9^{\underline{00}}$ = $17,225

Shoulder & Base Rock 100 C.Y. @ $5^{\underline{00}}$ = $600

$ 22,565

Permanent Signing (by City)

22,565

+ 20% 4513

27,078

244' – 12" pipe @ $8^{\underline{10}}$

27078

1,285

25,793

150

132

8.10

120 x $1070 = $1285

Jordan Valley
Tuesday

Memo

Larry Del Grosso
Terry Ackerman, Recorder Del ~~Grosso~~, Marshal,
Lee Alexander, Supt. for L.W. Vail and , Project
Foreman, for Vail Co. Also Hoffman & Norberg.
We met in the City Hall discussed the work
and the Bid items then all except the Marshal
rode over the job. The Contractor's men then
filled in the bid items. We told them this was
for a price agreement as an additional part
of their job. The amount they bid ($22,392.00)
with 14½% added would be slightly more than
$25,000. Ackerman said the City could stand the
difference. Hoffman thought our contingencies
were already in the job and the engineering
would not be much. Hoffman was to write a P.A.
and get the Contr's sigs. I made a prelim est
including pipe for 6 Dwys and pav. tonage for Dwys.
Ackerman thought these should be left out.
The 600 Tons of Agg seemed excessive and the
Contractors Supt. Lee Alexander said the unit
price would be the same for any amount

A.C. Paving 1620 × 107.0 = 1735 Tons

10' widening 5.10 × 33.4 = 170 Tons

1905 Tons

Apps 6 × 14' × 10 × 1.1 × 0.00611 × 2 = 12 "

1917 tons

Extra for A.C. Dwys 6 @ 50^{00} 300

RECEIVED
JUN 21 1971
FOR FILING

123-1120
7593

June 18, 1971

L. W. Vail Company, Inc.
P. O. Box 547
Pasco, Washington 99301

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7593 for
paving on the Sheaville-
Jordan Valley Section of the
I. O. N. Highway in Malheur
County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc U. S. Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

U. S. Fidelity & Guaranty Co.
340 Central Building
Seattle, Washington 98104

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
P. F. Burnett

RECEIVED
JUN 10 1971

FOR FILING

123-1120
7593

June 9, 1971

L. W. Vail Co., Inc.
P. O. Box 647
Pasco, Washington 99301

Gentlemen:

Enclosed are three copies of Contract No. 7593 for $325,891 awarded to you by the State Highway Commission on June 1, 1971, for work on the Sheaville-Jordan Valley Section of the I.O.N. Highway in Malheur County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 21, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Enclosures

cc Frank Morgan
I. D. Merchant
M. S. Coulter
F. F. Burnett

January 22, 1970

Mr. Terry Ackerman
City Recorder
Box 73
Jordan Valley, Oregon 97910

Dear Mr. Ackerman:

This is in reply to your letter of January 16, 1970 in which you requested permission to accumulate State Tax Street Funds for a period of more than two years to be used on black-topping four blocks of streets. Improvement of these streets by a Special City Allotment grant for the 1970 program had been requested and not approved because there were no known projects scheduled for construction in your area with which it could be coordinated to keep the costs within the City's financial capabilities.

Enclosed herewith are four copies of a resolution form and four prints of the City map for use to obtain approval by the State Highway Engineer to accumulate State Tax Street Funds for more than two years.

The explanatory form letter herewith enclosed will help you complete the resolution forms. If we can be of further assistance, please let me know.

Very truly yours,

H. S. Cox
County and City Engineer

By: Oscar H. Norberg
Field Engineer

OHN:ljt
Enclosures

City of Jordan Valley
JORDAN VALLEY, OREGON
97910

16 January 1970

REFERRED TO
[illegible]
BY DEPUTY STATE HIGHWAY ENGINEER

9794

Oregon Stat Hiway Dept.
Highway Bldg.
Salem, Oregon.

REFERRED TO
admin
BY SECRETARY

Dear Sir;

Under the provisions fo ORS 366.785 to 366.820 Oregon Cities cannot leave a allocated money accumulate over a two (2) successive years unless a definate construction program is established.

The City Council of Jordan Valley requests your permission for the continuation of our accumulated street fund for the propose of Black Topping a four (4) block area in our town that we feel is in great need of such improvment because of the congested traffic on our Main Street (RT. 95) grade School and P. U. C. Office all in the four (4) block area.

It is our understanding that the State Highway Dept. will in the next year or two (2) be doing such work adjecent to this project. If this fund (4525.22) be allowed to accumulate along with other resources we may be able to finance this project ourselves.

We have made several requests for this improvement under the Special Streets Improvement Program, but have been refused.

Yours very truly
Terry Ackerman
Box 73
Jordan Valley Ore.
97910

RECEIVED
JAN 21 1970
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JAN 19 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. S. C.

NOTED
RICHARD UNREIN

NOTED
R. B. [illegible]

NOTED
DON HARWELL

Noted
Oscar H. Norberg

26-1195 Raleigh Hills-Hillsdale Sec. 1971
of Beaverton-Hillsdale Hwy.
#7594 near Portland. (Paving)

RECEIVED
DEC 7 1971
FOR FILING

26-1175

7394

December 6, 1971

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

Gentlemen:

On November 18, 1971, we wrote to you concerning release of final payment on Contract No. 7394 awarded to Cascade Construction Company, Inc. for paving on the Raleigh Hills-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah and Washington Counties.

Final payment on this contract is $550 and the total contract amount is $59,781.87, including $2,163.99 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl

cc Cascade Construction Company, Inc.
P. O. Box 4287
Portland, Oregon 97208

bc F. D. Morgan
I. D. Merchant
V. E. Skoog
Attn: John Herr
L. W. Rulien

⑤

RECEIVED
DEC [illegible] 1971
FOR FILING

26-1195
7594

November 26, 1971

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

The State Highway Commission at its meeting on November 24, 1971, granted your request for an extension of time of 6 days, without assessment of liquidated damages, on Contract No. 7594 for paving the Raleigh Hills-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah and Washington Counties.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bc F. D. Morgan
V. E. Skoog
L. W. Rulien
James Mc Namee

RECEIVED
NOV 16 1971

FOR FILE
26-1195
7594

November 15, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed October 2, 1971, on Contract No. 7594. The contract was with Cascade Construction Company, Inc. and was for paving on the Raleigh Hills-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah and Washington Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 12, and that you concur in this procedure at the Commission meeting on November 24, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VE:ad
cc: Floyd Query
Tom Edwards
A. E. Johnson
C. L. Rund
F. D. Morgan
I. D. Merchant
V. E. Skaug
H. S. Cox
L. H. Young
L. W. Pullen

26-1195
[illegible]

ORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Raleigh Hills--Hillsdale

WEEK ENDING: November 6, 1971

SECTION PREFIX: 26-1195

HIGHWAY: Beaverton-Hillsdale

COUNTY: Multnomah & Washington

ME OF JOB: Raleigh Hills--Hillsdale

KIND OF WORK: Paving

ONTRACTOR: Cascade Construction Company, Inc.

CONTRACT NUMBER: 7594

FEDERAL AID PROJECT NUMBER: State

ATE OF CONTRACT: June 1, 1971

DATE WORK STARTED: June 28, 1971

ESTIMATED COMPLETION DATE:

VERAGE FORCE ON PROJECT FOR THE WEEK: EN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 70

CALENDAR DAYS USED: 76

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 109

OJECT AUTHORIZATION: $ 77,035.60

XCLUSIVE OF ENGINEERING: $ 70,307.60

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ENGINEERING AUTHORIZATION: $ 6,728.00

STIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF NGINEERING: $ 70,307.60

ENGINEERING COST TO DATE: $ 6,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

STIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 97 %

DATE PROJECT WAS COMPLETED: October 2, 1971

Semi-final submitted: 11-01-71

ESTIMATED PERCENT COMPLETE (ROADWORK)

LEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					2.06
MILES PARTIALLY COMPLETED					
MILES COMPLETED					2.06
TOTAL ESTIMATED QUANTITIES (CONTRACT)					7,100
TOTAL QUANTITIES CORRECTED TO DATE					7,000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					7,000
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	31	Showers			
MONDAY	1	Showers			
TUESDAY	2	Overcast			
WEDNESDAY	3	Overcast			
THURSDAY	4	Partly Cloudy			
FRIDAY	5	Clear			
SATURDAY	30	Rain			

Routing
Bond
Walker
Bochina

RECEIVED
NOV 8 1971
CONSTRUCTION
Division

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

31 SUNDAY	No activity all week.
1 MONDAY	
2 TUESDAY	
3 WEDNESDAY	
4 THURSDAY	
5 FRIDAY	
30 SATURDAY	

REMARKS

Project completed. Semi-final submitted November 1, 1971.

SIGNED LOCATION Tigard 97223

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
NOV 8 1971

26-1195
7594

November 5, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 5
November 24, 1971 meeting

Gentlemen:

Cascade Construction Company, contractor on the Raleigh Hills-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah and Washington Counties, Contract No. 7594, has requested a 6-day extension of the contract time because his work and schedule was interrupted by unanticipated 12-inch water line replacement by the City of Portland.

This was a paving overlay project 2.06 miles in length for which bids were opened May 28, 1971. At the preconstruction conference, it was learned that the City of Portland planned to replace a water line within about one-half of the length of the project. The contractor started work promptly and completed 1.24 miles of the overlay when only 9 days had elapsed. The balance of the project was not available until the City completed their work August 25, so the contractor had to reschedule to fit his other paving commitments. The project was completed October 2, 1971, with 6 days' liquidated damages at $75 per day or $450.

I recommend that a 6-day time extension be granted because of the utility conflict. This will eliminate all liquidated damages. This was a State project.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Gary L. Sund
F. D. Morgan
L. W. Rulien
V. E. Skoog
L. H. Young

JAB:fw kw

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7594 Contractor Cascade Construction Company, Inc.

Highway Beaverton Hillsdale

Section Raleigh Hills-Hillsdale

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 6 day extension because of conflict with City water line replacement.

Recommended for Approval:

Allan C Howard
Division Engineer

by
Construction Engineer or Bridge Engineer

R E Johnson
Assistant State Highway Engineer

Contract No. 7594
Project designation State
State-Federal
Date awarded 6/1/71
Work started 7/28/71
Per cent completed 100% 10/2/71
Date
No. of Workdays Allowed 70
No. of Workdays Used 76
No. of Added Workdays Requested 6

State Printing [illegible]

E-320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 22, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 70 days to 76 days, within which to complete our Contract No. 7594, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: **Enclosed letter**

Respectfully submitted,

Cascade Construction Company, Inc.
Contractor

By Richard [illegible] Supt.

CONSENT OF SURETY

Date October 22, 1971

We, The Travelers Indemnity Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Everett F. Weighter
Attorney-in-fact

(SEAL)

Everett F. Weighter
Resident Agent

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1971

SUBJECT: Raleigh Hills-Hillsdale Section
Contract No. 7594
Request for Extension of Time

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Cascade Construction Company requests a 6-day extension of the contract time because their work and schedule was interrupted by unanticipated 12-inch water line replacement by the City of Portland. This was a 2.06-mile overlay project on which bids were opened May 28, 1971 with 70 days allowed.

At the pre-construction conference it was learned that the City of Portland planned to replace a water line within about one-half the length of the project. The contractor started work promptly and completed 1.24 miles of the overlay when only 9 days had elapsed. The balance of the project was not available until the City completed their water line work August 25. This contractor does a lot of paving work throughout the Portland metropolitan area and had other commitments to meet during the latter part of the summer season.

Even though a stop work order was used and was in effect during part of the water line conflict, 6 days liquidated damages accrued before the project was completed October 2. The daily rate was $75, so this amounts to $450.

We concur with the Region in recommending a 6-day extension because of the utilities interruption to the contractor's schedule. This was a State project. A rough draft letter to the Highway Commission is enclosed.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

RECEIVED
NOV 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
Enc.
cc V. L. Gallagher

FORM E-36

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 29, 1971

SUBJECT: Raleigh Hills-Hillsdale Section
Beaverton Hillsdale Highway
Contract No. 7594

To: Mr. F.D. Morgan
Construction Engineer
Salem

Enclosed find Contractors Request for Increase in Number of Workdays in which to complete work on the subject contract without assessment of liquidated damages.

Paving work was stopped July 1, 1971, however, the Stop Work Order was not issued until August 5, since the contractor had manholes and valve boxes to adjust. until Aug. 29.

Since the paving, which was the major portion of the work, was not allowed to proceed between July 1 and August 5 despite the continuation of workday charges, I feel the contractor's request for 6 additional days is most reasonable and should be granted as recommended by Resident Engineer McNamee.

2.06 mi -
did 1.34 mi. when only 9 days used.
(56%)

L. W. Rulien
Regional Engineer

by Allan Harwood

A. C. Harwood
Regional
Construction Engineer

ACH/bd
enc
cc: J. W. McNamee

Routing
Morgan E
Decker
1 [illegible]
[illegible]
[illegible]
Johnson

RECEIVED
OCT 29 1971
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Tigard 97
October 27, [illegible]

SUBJECT: Request for Time Extension
Raleigh Hills--Hillsdale
Beaverton-Hillsdale Highway
Contract 7594

To: Mr. L. W. Rulien
Region Engineer
P. O. Box 02157
Portland 97202

ATTENTION: Mr. A. C. Harwood
Reg. Construction Engineer

Enclosed find Form E-320, Contractors Request for Increase in Number of Workdays to Complete Construction Contract, with attached letter stating contractor's reason for request.

The contract was awarded June 1, 1971, calendar workday count started June 25, work started June 28, and was completed October 2, except for force account work. The project was completed in its entirety October 14, 1971.

The pre-construction conference was held at my office on June 22, 1971. The contractor had planned on starting work June 29 and continuing until completion; but, at this pre-construction conference, it was learned that the City of Portland Water Bureau was going to install a 12-inch water main down the south eastbound lane between 30th and 50th Avenues, and this water main work was going to commence immediately. Work started on this water main June 29 and was completed throughout the limits of this project on August 25.

The contractor moved onto the project and began paving June 29 as he had previously predicted and on July 1 had paved all of the project available to him at the time. I did not issue a temporary suspension of work until August 5 because work at water valves, manholes, and construction of asphaltic concrete dikes at descending driveways for water runoff control were not complete on this portion of the project until [illegible] date.

A temporary suspension of work was issued August 5 and no calendar workdays were charged between August 6 and August 29, inclusive. The contractor had twenty-eight (28) days remaining in which to complete the project. The contractor did plan on completing the paving on September 25, the 69th calendar workday ([illegible] calendar workdays specified). He had the necessary equipment on the project but was unable to pave because of rain. The contractor moved back onto the project October 2, 1971, and completed the paving.

As previously stated, the contractor scheduled and planned on completing this project in the early summer. In fact, prior to bid opening, Mr. Idlewine, President of Cascade Construction Company, Inc., said that if their company was successful in getting this project that they would pave soon after it is awarded.

Due to the City of Portland Water Bureau work the project was not available to the contractor until late summer or during the contractor's rush period.

The traveling public was not inconvenienced because the project was not completed in the time allowed. The only time the public was inconvenienced was during the actual paving and two pavers were used to minimize the inconvenience.

Therefore, due to the foregoing, I recommend that the contractor's request for six (6) additional days be approved.

James W. McNamee
Resident Engineer

JWM:mcp

Encls: 2

Cascade
Construction
Company

General Contractors • Modern Pavements
P.O. Box 4267, Portland, Oregon 97208

October 22, 1971

Mr. James McNamee
Resident Engineer
Oregon State Highway Department
Tigard, Oregon 97208

Re: Extension of time
State project #7594

Dear Sir:

The day count began on June 25, 1971 on the above mentioned project. The following Monday, June 28, 1971 a pre-construction meeting was held in your office and much to your and my surprise, the City of Portland Water Bureau had a 12" water line to be installed from 39th Drive to Shattuck Road which curtailed the work on half of the project. Tuesday, June 29, 1971 our firm did the neccessary patching prior to paving and on Thursday; July 1, 1971 we paved all the available area on the job. On August 6, 1971 we were granted a temporary shutdown until August 30, 1971 when the City completed their work on the water line and the day count started again.

We were awarded the project in June at which time we needed and scheduled the work to be done. On June 1, 1971 the Sand and Gravel Companies were struck by Local Union #701 followed by a two week Carpenter's strike which virtually brought all State, County and City projects to a complete stop for six weeks. This problem threw other projects so far behind that the open grade was our main concern due to the threat of rain and the inconvenience to the traveling public. To accomplish protection of the open grade, we sacrificed the completion of this overlay project which consisted of one day's paving until the last day. On that day it rained and we were unable to complete the overlay on time. The project was completed in one day the following Saturday.

Due to the foregoing facts, we request six additional days be added to the contract time and that no penalty be assessed.

Yours very truly,
Richard LaDuck
CASCADE CONSTRUCTION COMPANY, INC.

Richard LaDuck, Superintendent

4k

REQUESTS FOR EXTENSION OF TIME

Commission Meeting November 24, 1971

Request No.	Contract No.	Contractor	Section and Highway	Time Requested	Recommendation
1	7592	N. A. Toole Constr. Co.	Harper Jct. Rock Production, Central OR Hwy	16 days	grant 18 days
2	7486	Madson & Stokes Elec. Contr.	"B" Avenue-Middlecrest Rd. (Lake Oswego) Oswego Highway	28 days	assess L.D. = $1,400
3	7401	Ross Bros. Constr. Co.	Midland Info Center, The Dalles-Cal. Hwy	11/30/70-4/14/71	assess L.D., 12/1/ - 12/14/70 $1,050
4	7323	Donald M. Drake Co. & S. S. Mullen	Sunset Hwy-Beaverton Sec.	318 days	grant 104 days
5	7594	Cascade Constr. Co.	Beaverton-Tigard Hwy. Raleigh Hills-Hillsdale Sec., Beavetton-Hillsdale Highway	6 days	grant 6 days
6	7501	Ross Bros. Constr. Inc.	Nestucca R. (Ollie Woods) Br., FAS 613	70 days	grant 37 days; assess L.D. 34 days = $3,400
7	7546	Robert D. Copeland	Jumpoff Joe Cr.-Louse Cr. Interch., FAS 17-102	14 days	grant 10 days; assess L.D. 18 days - $2,700
8	7214	Andersen-Hannan	W. Fremont Interch., Stadium Freeway	120 days	grant 58 days
9	7430	All City Landscape, Inc.	Sunset Safety Rest Area Sunset Highway	16 days	grant 13 days
10	7525	Robert L. Divine	Eugene (Blue Star) Safety Rest Area, Pacific Hwy W.	6/1/71-8/23/71	grant 6/24/71 (Unit a) 8/23/71 (Unit b)
11	7452	Peter Kiewit Sons' Co.	Hubbard Interch. Sec., Pacific Hwy. (I-5) (Unit a)	86 days	grant 13 days; assess L.D. - 35 days = $5,250
12	7151	Guy F. Atkinson Co.	Tualatin R.-Pacific Hwy. Sec., E. Portland Freeway	811 days	grant 103 days
13	7352	Gibbons & Reed Co.	Weatherby-Lime Sec., Old Oregon Trail Hwy.	37 days	grant 32 days
14	7492	Paul Zimmerly Road Constr.	Gellatly Summit Sec., Corvallis-Newport Hwy.	17 days	grant 10 days

RECEIVED
JUN 25 1971
FOR FILING

26-1195
7594

June 25, 1971

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7594 for paving on the Raleigh Hills-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah and Washington Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06106

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
James McNamee

RECEIVED
JUN 14 1971
FOR FILING

26-1195
7594

June 14, 1971

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

Enclosed are three copies of Contract No. 7594 for $60,780 awarded to you by the State Highway Commission on June 1, 1971, for work on the Raleigh Hills-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah and Washington Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 25, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Enclosures

cc Frank Morgan
I. D. Merchant
L. W. Rulien
James McNamee

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Dept OF TRANSPORTATION

Title of Record Series: CONSTRUCTION CONTRACTS

Arrangement of Records: By CONTRACT NUMBER

Index:

INDEXING: Begins with 7559 Cont FROM Reel 150 Ends with: 7594

FLASH CARDS: BEGINNING OF EACH CONTRACT

Remarks:

Reel No. 151 Reduction Ration 21X Project No.

Camera: Name Bell/Howell Model File Master Film 16 mm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 5 day of FEB 1982 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Gayle [illegible]